

# The Hongkong Telegraph

WEATHER FORECAST  
FAIR  
Barometer 29.85

July 4, 1913, Temperature a.m. 79, p.m. 88; Humidity... 83, 70.

(ESTABLISHED 1881.)  
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July 4, 1913, Temperature a.m. 81, p.m. 88; Humidity... 91, 60.

9188 二月初六年丑癸

SATURDAY, JULY 5, 1913

大拜禮 號五月七年九一

338 號亞里士  
SINGAPORE CORP. 10 CH.

## TELEGRAMS.

### BALKAN AFFAIRS.

#### GREEK GALLANTRY.

Reuter's  
[Service to the "Telegraph."]  
London, Received July 4.  
The newspaper correspondents with the Greek Army dwell upon the extraordinary dash of the infantry which waited through miles of marshes, storming fortified positions with bayonets, unsupported by guns, which it was latterly impossible to use.  
Immediately the Bulgarians at Salonika disarmed, the Greeks marched out. King Constantine took command on Wednesday morning and ordered the advance of eight divisions. The first Bulgarian position was captured after a rush by the whole body of infantry over a stretch of 3,000 yards.

**Greek Advance.**  
Greek official dispatches announce the recapture of Ghevgheli, re-opening communication with the Servians. They also announce the recapture of Nigrita, and state that the Bulgarians made a headlong flight and many were drowned in the River Vardar. Two thousand wounded have arrived at Belgrade.

**Reported Massacre.**  
A telegram from the Greek headquarters alleges that the Bulgarians massacred the inhabitants of Nigrita and Bogdantza.

**Bulgarian Denial.**  
A telegram from Sofia states that the Bulgarian Government flatly denies the reports of Servian successes and accuses Servia of making attacks which, however, were repulsed.

A Sofia telegram says the Bulgarians captured 1,500 Servian troops.

**Huge Losses.**  
A Servian official dispatch says the Servian casualties in the three days battle at Orsova numbered 6,000, and the Bulgarians many more.  
Fighting is proceeding at Kotehana and Istitut.  
"Fight it Out."

There is a strong feeling in diplomatic quarters in London that it would be better for all parties in the Balkans to fight it out, now that they have begun. A satisfactory settlement, it is felt, would be easier after a short, sharp conflict.

**Turkish Revenge.**  
The Press at Constantinople is urging the Turkish Government to hold the Chatalj army in readiness to take revenge on the Bulgarians.

**A Pitiable Condition.**  
Reuter's correspondent at Belgrade states that the number of doctors and nurses is wholly inadequate to tend the enormous influx of wounded.

**Still Victorious.**  
London, Received July 5.  
According to messages from Belgrade and Salonika, the Servians and Greeks continue their victorious advance.

The Prefect of Kustendil telegraphs that the Servians have actually crossed the Bulgarian frontier and occupied the heights of Tzernok, about 50 miles to the south of Sofia.

The Greeks report success after success to the north of Salonika. They have crossed Vardar River and made an assault at Fokea Gorges; while a battle is proceeding at Doiran, the capture of which is only a question of hours.

The Greek victory at Nigrita is complete; 1,500 Bulgarians were captured and are being deported to Creta.

**Regiment Captured.**  
The Seventh Division reports having captured an entire Bulgarian Regiment.

King Constantine telegraphs confirming the massacre of Greeks in two villages by retreating Bulgarians.

## TELEGRAMS.

### BALKAN AFFAIRS.

#### ROUMANIA EXPLAINS.

Reuter's  
[Service to the "Telegraph."]  
London, Received July 5.  
Roumania has notified the Powers of her mobilisation. She explains that a complete defeat of the Greeks and Servians might upset the balance of power in the Balkans, and expresses the belief that mobilisation will promote peace and induce the Balkan States to go to the conference at St. Petersburg.

**Important Capture.**  
A later message from Reuter's correspondent at Belgrade says the Servians have captured military documents including the original order to a Brigade Commander proving conclusively that Bulgaria prepared beforehand for a surprise attack upon the Servian Army by the whole Bulgarian Fourth Army of a hundred battalions, with two hundred guns, under the command of the War Minister.

**Money Detained.**  
A car load of 2,000,000 francs Bulgarian money, minted in Austria, has been detained in Belgrade.

**Bulgarian Silence.**  
Later.  
There is but little information forthcoming from Sofia regarding the fighting. The Greek and Servian despatches therefore hold the field.

**Montenegro Angry.**  
Reuter's correspondent at Cetinje wires that the reports of Bulgaria's aggression have aroused the anger of Montenegro, which supports Greece and Servia. It is understood that the three States will carry on fighting until Bulgaria shows a desire to cease hostilities.

**Bulgarian Captures.**  
According to a later message from Reuter's correspondent at Sofia, up to noon on Thursday the Bulgarians had captured 3,000 Servians and eight guns.

## MR LYTTLETON.

### CONDITION MOST GRAVE.

London, Received July 5.  
The condition of the Right Hon. Mr. Lyttleton is now most grave.

## CHURCH SERVICES.

St. John's Cathedral, Hongkong, 8th July, 1913. 7th Sunday after Trinity. Holy Communion (8.15 a.m.), Matins (11 a.m.) (Full Choir). Responses, Ferial; Venite, Alcock; Psalms, of the 6th morning; Te Deum, Sullivan in D; Jubilate, Ousley; Anthem, "Jesu Word of God Incarnate" (Mozart). Holy Communion (5.45 a.m.). Kyrie, Smart in F; Hymns 217 and 313. Evensong (5.45 p.m.). (Full Choir). Responses, Ferial; Psalms, Turtle, Tallis and Rimbault; Magnificat, Smart; Nunc Dimittis, Turtle, in D minor (13th Evening); Hymns, 175, 261, and 24.

Union Church, Kennedy Road, Sunday, July 6. Morning Worship, at 11 a.m.; Evening Worship at 8 p.m. Preacher, Rev. J. Kirk Macdonald.

Christian Science Services, Macdonnell Road.—Sundays, 11.15 a.m.; Wednesdays, 5.30 p.m.

**Attempted Murder of British Officer.**  
Khinmagar Sheikh Dawood has been committed to the Bombay Sessions on charges of an attempted murder of Captain Betts, I.M.S., and attempted suicide on May 19. Captain Betts stated that he believed the man to be of unsound mind.

## TELEGRAMS.

### JOHANNESBURG STRIKE.

#### THE TROUBLE SPREADS.

Reuter's  
[Service to the "Telegraph."]  
London, Received July 4.  
Reuter's correspondent at Johannesburg says the engineers, carpenters, joiners, and masons have bolted in favour of a strike in sympathy with the miners.  
The Government is concentrating several thousand troops and police, including 2,000 regulars, on the Rand and threatens to take the most vigorous measure in the event of violence.

## Graver Than Ever.

London, Received July 5.  
The general strike on the Rand is becoming graver than ever. Lieutenant Schaler Booth, of the First Dragoons, was injured and rendered unconscious in the rioting. Trams and trains are held up.

## LOCAL SPORT.

### LAWN TENNIS.

**Civil Service v. Kowloon C.C.**  
A League match which will have much to do with the eventual championship of the League is to be played this afternoon, the participants being Civil Service and the Kowloon Cricket Club. Neither team has been beaten in League encounters this season, and a fine struggle should be seen. The Civil Service team will be:—H.A. Nisbet and G.R. Sayer; T.A. Biden and R.O. Barlow; A.O. Brown and N.L. Raiton.

The match takes place on the Civil Service ground, commencing at 4.40 p.m.

### WATER POLO.

#### B.O.C. v. R.G.A.

The above teams met yesterday afternoon at the Victoria Recreation Club's bath in the fifth round of the Hongkong Water Polo Shield competition. The large gathering of spectators present expected to witness a good game, but anticipations were not realised.

The B.O.C. players were very black and allowed their opponents to do as they liked. Five goals were netted during the game—three in the first half, and two in the second—and the B.O.C. made no response.

### LAWN BOWLS.

The latest result in the Lawn Bowls Championship of the Colony is the victory of G. Harvey (Kowloon) over R. Watt (Police), the score being 21 points to 11.

### VICTORIA RECREATION CLUB.

**Second Night Fete.**  
The V.R.C. intends holding its second night fete on the 19th inst., and good entries are expected. The events consist of:—

Two Lengths Handicap. Four Lengths Handicap. Ladies Nomination. High Dive (10 feet). 100 yard, open to Soldiers and Sailors. Team Race. Water Polo.

## BANK RETURNS.

The returns of the average amount of bank notes in circulation and specie in reserve in Hongkong, during the month ended 30th June, 1913, as certified by the Managers of the respective Banks are:—Chartered Bank of India, Australia and China, —Notes, \$5,123,995; specie \$4,000,000. Hongkong and Shanghai Banking Corporation, —Notes, \$19,489,534; specie, \$16,000,000. Mercantile Bank of India, Limited, —Notes, \$597,054; specie, \$275,000. Total, —Notes, \$25,180,583; specie \$20,275,000. The Mercantile Bank has securities with the Crown Agent totalling £73,000.

## TELEGRAMS.

### LAWN TENNIS.

#### WILDING STILL CHAMPION.

Reuter's  
[Service to the "Telegraph."]  
London, Received July 5.  
The challenge round of the World's Lawn Tennis Singles Championship was played at Wimbledon between A. F. Wilding (Australia), the holder, and McLoughlin (America).  
The match resulted in a win for Wilding by three sets to love, the scores being 8-0, 6-3, 10-8.  
A record crowd watched the match and there was intense enthusiasm displayed.

Wilding showed superior precision, and he quickly mastered McLoughlin's terrific and hitherto invincible service.

**Doubles Championship.**  
In the Doubles Championship, H. Roper Barrett and C.P. Dixon (England) beat Rahe and Kleinschroth (Germany) by three sets to one, the scores being 6-2, 6-4, 4-6, 6-2.

## COLLAPSE OF HOUSES.

### Jury's Verdict and Riders.

The inquiry into the circumstances attending the collapse of Nos. 7 and 9 Upper Station Street was concluded at the Police Court yesterday by Mr. Hazeldene.

H. H. Taylor, of the China Provident Loan and Mortgage Company, said he received a letter and sent to the contractor, Wing Hop, to attend to the matter. The contractor afterwards told him that there were several slight cracks in the wall which were not serious, and that it would only be a small job to repair them. The contractor was instructed to do what was necessary and the charge for the work was twenty dollars.

Mr. Hodgson:—Do the China Provident Company always look after their buildings or rely on the contractor?—The work is generally passed. For minor repairs it is not necessary for anyone to inspect them, but if the work is not done and we are notified again, we notify our architect. Unless notified by your contractor you do not send out your architects?—No, not before. The China Provident Company are the owners of a good deal of property, are they not; a good many houses in the Colony?—Quite a fair number.

Do you seriously contend the Building Authority should look after all your properties, and see they are kept in a safe condition?—Well, we have our property inspected from time to time.

Who by?—Sometimes our architects. You don't contend you should do nothing to look after your property until you hear from the Building Authority?—I don't expect them exclusively to look after our buildings.

His Worship:—You have an annual inspection?—I would not say an annual one; from time to time. The last occasion there was an inspection there, was March last year.

Mr. Hodgson:—Over a year ago. Witness:—They were inspected for valuation purposes.

His Worship:—What was the report as regards the houses?—I believe they reported the block to be in a fairly good state of repair. It was our intention to have them inspected again after the present half year.

His Worship:—That was the end of June?—Yes.

Mr. Hodgson:—Who are your architects?—Messrs. Leigh and Orange. I would not say that they are our architects, but they generally attend to it.

Mr. Hodgson:—On that occasion?—Messrs. Leigh and Orange. The inspection you say was merely for valuation purposes?—Yes.

## TELEGRAMS.

### ITALY PROSPEROUS.

#### RECORD BUDGET SURPLUS.

Reuter's  
[Service to the "Telegraph."]  
London, Received July 5.  
Reuter's correspondent at Rome wires that the Budget for 1912-13 shows a surplus of 98 million lire, which is the largest on record.  
The war in Tripoli cost 208 million lire, and this was covered by the ordinary resources of the Budget.

And the inspection you proposed in June next was also for valuation purposes was it not?—No; I intended there should be a thorough inspection with a view to necessary repairs.

Your inspection of next June was to be a general structural inspection?—Yes, that's right. Do you mean June this year?—Yes.

When did you last have your general structural inspection by architects, overseers or anybody?—Well, we have merely mortgagors in possession.

We know you are, and you have been for some years haven't you?—Since 1909.

Since 1909 have you ever had a structural inspection of these premises by your architects or overseers?—Do you mean the whole block or these two houses? I am confining myself to these two houses. Yes or no?—I don't remember.

I did not quite understand your answer to the jury just now. Do you get the overseer to inspect your properties from a structural point of view?—We don't.

And unless you get notice from the Building Authority, or the Sanitary Department, you don't think it necessary for these places to be inspected at all?—Well, if we get notice from the tenants that repairs are necessary.

No, I want my question answered—unless you get notice from the Building Authority or the Sanitary Department?

His Worship:—Of their motion? Mr. Hodgson:—Quite so, by their own motion, has any inspection been made?—Well, as I have said, it was our intention to send men up afterwards.

Mr. Hodgson:—It may be your intention now, but you had not done so up to then—hitherto?—No.

His Worship:—When did you decide to have this inspection?—It must have been two or three days before the collapse I discussed the matter with one of our principals.

Mr. Hodgson:—You will agree with me that it is no part of the duty of the Building Authority to look after owners' property in that manner; and that owners should look after their own property?—I suppose we have to look after our property.

You did, as a matter of fact, two or three days before the collapse, come to consider this matter was slightly more serious than you thought at first, by arranging to have a little general inspection?—Our conference was not in connection with this matter.

His Worship:—This letter, had it anything to do with the conference?—No; nothing whatever. I was discussing the age of the block and suggested, as that they were very old buildings, that we might have an inspection after the half year was done.

Mr. Hodgson:—This letter originally was the cause of such discussion, wasn't it. The contents of this letter, and the fact that complaints were made about this house, caused you to have the discussion about this house?—I would not say so; no.

Mr. Hodgson:—You say this letter never entered your head at all in connection with this matter?—It may have influenced me a little.

(Continued On Page 5).

## TELEGRAMS.

### A LOYAL GIFT.

#### TOWARDS IMPERIAL AIRSHIP.

Reuter's  
[Service to the "Telegraph."]  
London, Received July 4.  
A Nairobi telegram states that £1,000 has been subscribed by residents of British East Africa towards the purchase of an aeroplane for Great Britain.

## FREIGHT REPORT.

Messrs. Lamke and Rogge's Freight Circular, dated Hongkong, 5th July, is as follows:—  
During the period that has elapsed since writing our last report shipping business generally has exhibited very little life indeed. At the close operations in most directions are at a deadlock as far as the South is concerned, whilst the North reports that freights, which were ruling rather easier until quite recently, have since recovered and there is again a good enquiry for tonnage in various directions.

**Saigon—Hongkong.**—The rate has dropped to 15 cents, and chartering had been confined to a solitary settlement. Other regular "liners" being unable to find paying employment have accepted freights from Saigon to Singapore on basis of about 24 cents per picul. Rice exports during the season amount to total 505,511 tons, compared with 304,430 tons during the same period of last year. Quotation for rice stands for July/August shipment No. 2 White round sifted at \$4.32, against \$6.53 same period last year.

**From Saigon to Philippines.** business has been limited to a single charter at 33 cents to Manila, option 2 ports P.I. at 35 cents per picul.

**Saigon—Java.**—We hear of business having been done on basis of 32 cents per picul to 1 port N. O. for usual port cargoes.

**Saigon—Japan.**—During the month of May over 30,000 tons have been shipped to Japan, all, with the exception of a few small cargoes, in Japanese bottoms.

**Bangkok.**—Cargo offerings seems not so plentiful at the moment and rate has receded to 40/33 cents per picul.

Newchwang has been a source of disappointment to owners, and as the local bean market shows no immediate prospect of improvement very little is anticipated in the way of chartering in the near future.

**Timecharterers.**—A few vessels have been taken up on timecharter for forward delivery: German s.s. "Landrat Scheiff" 1012 tons net reg. two years at \$3,400, and Brit. s.s. "Yilong" 1122 tons net reg. 6 months at \$9,500 per month.

**Coal Freight.** from Japan remain steady.

**Fixtures reported:** Moji/Hongkong \$2.40, Newchwang/Canton, P.T. Wakamatsu/Swato, \$3.30, Hongkong/Penang \$4.25, Hongkong/Singapore \$4.25, per ton.

## NEWS FOR BUSY MEN.

### TELEGRAMS.

#### THE NEWS CONDENSED.

Bulgaria's aggression has aroused the anger of Montenegro.

The condition of the Right Hon. Mr. Lyttleton is now most grave.

The Italian Budget for 1912-13 showed a record surplus of 98 million lire.

The Greek Seventh Division reports having captured an entire Bulgarian Regiment.

## NEWS FOR BUSY MEN.

### TELEGRAMS.

#### THE NEWS CONDENSED.

The Servians have entered Bulgarian territory and are now only 50 miles from Sofia.

A. F. Wilding has retained the world's tennis championship by beating McLoughlin (America).

Telegrams tell of the victorious advance of the Greeks and the Servians against the Bulgarians.

A cartload of 2,000,000 francs of Bulgarian money, minted in Austria, has been detained in Servia.

Residents of British East Africa have subscribed £1,000 towards the purchase of an aeroplane for Britain.

Diplomats in London strongly hold the view that it will be better to let all parties in the Balkans "fight it out."

Greece, Servia and Montenegro will carry on the fighting until Bulgaria shows a desire to cease hostilities.

The Servians have secured a document showing that Bulgaria had prepared beforehand for a surprise attack on Servia.

During strike rioting in Johannesburg, Lieut. Solter Booth, First Dragoons, was injured and rendered unconscious.

Engineers, carpenters, joiners and masons in Johannesburg have balloted in favour of striking in sympathy with the miners.

The Greek troops have shown extraordinary daring and bravery in storming Bulgarian fortified positions at the point of the bayonet.

Roumania believes that her mobilisation will promote peace and induce the Balkan States to attend the St. Petersburg conference.

In the Lawn Tennis Doubles Championship at Wimbledon, Roper Barrett and Dixon (England) beat Rahe and Kleinschroth (Germany).

## LOCAL.

Messrs. Wright and Hornby's weekly share report appears in this issue.

Messrs. Lamke and Rogge's freight circular is quoted in today's paper.

Returns of the banknotes in circulation and specie in reserve in Hongkong are given in this issue.

"Hongkong twenty-five years ago," under the heading of "1888," appears elsewhere in today's issue.

The Bandmann Opera Company opened last night at the Theatre Royal in "Autumn Manoeuvres."

A special article dealing with a recent communication to the "Times" on Hongkong's interest in education appears in another column.

## DON'T FORGET.

### TO-DAY.

Victoria Theatre, 9.15 p.m.  
Bijon Scenic Theatre, 9.15 p.m.  
Bandmann Opera Co. Theatre Royal, 9.15 p.m.

### TO-MORROW.

Victoria Theatre 9.15 p.m.  
Bijon Scenic Theatre, 9.15 p.m.  
Saturday July 12.  
Gymkhana.

Wednesday July 10.  
Star Ferry Co. Ltd. extraordinary general meeting—12.30 p.m.



## Notices

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Hongkong, 30th April, 1911.

J. J. MANN, Manager. [26]

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Tel. No. 197. **F. REICHMANN,**  
PROPRIETOR. [32]

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Hongkong, 1st Aug. 1912 [55]

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Hongkong, 1st Feb. 1913. [18]

## MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing &amp; Enlarging

Hongkong, 1st May, 1913.

## Notices

## WE BEG TO ANNOUNCE



that we can now manufacture on our premises the new Kryptok invisible bifocal Lens.

The old style of cement bifocals with their disfiguring and annoying dividing line has been supplanted by a new lens with two foot, the upper portion of the glass for distance and the lower for reading, ground from one single piece of glass.

You who wear two pairs of glasses may now use one pair instead. No one can tell that you wear bifocals. No cement to blister; no thin segments to lose off.

Call and inspect this line. We grind Kryptoks in regular or toric form.

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## FORTNIGHTLY LIST

NEW NOVELS

80 Cents Novels.

The Spinster, by Hubert Wales.

The Visits of Elizabeth, by Elinor Glyn.

The Storm of London, by F. Dickberry.

Mrs. Thompson, by W. B. Maxwell.

Mrs. Drummond's Vocation, by Baroness Von Hutten.

The Money Spider, by Wm. Le Queux.

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**Dangerous Buildings.**  
Now, without stopping to inquire whether the Public Works Department has not known of these dangers for many years past, it is pertinent to ask:—(1) How many such houses are there in the Colony? (2) How far should the government go in their examination of the party walls of such houses and in the condemnation of all which show inherent weakness? We have heard it said that this would involve the condemnation of half the Chinese tenement houses in the Colony, and we can imagine what an outcry there would be if anything of the kind were done. Yet we are told in evidence by the Executive Engineer in charge of the Buildings Ordinance Office that it is inevitable that walls built as this one was—"in fact the centre of the wall consisted almost entirely of small pieces of brick"—must eventually collapse! Those walls were built in days when there was no supervision by authorised architects or by Government building inspectors, and from the fact that even in the year 1913 the European overseer needs "to sit upon the building all day long"—as one expert expressed it in a Court on one occasion—to ensure that the average Chinese contractor builds his walls properly, we can imagine what the houses are like which were built without any foreign expert supervision whatever. Even now, if we are not mistaken, there are only three building inspectors on the staff of the Public Works Department.

China Mail.

**Irrigation Works in India.**  
An interesting paper was read before the Royal Society of Arts recently by Sir John Benton, K. C.I.E., F.O.H., M. Inst. C.E., on "Irrigation Works in India." Sir John reviewed in detail the works which had been carried out for the irrigation of the various provinces and presidencies of India, he pointed out their effect from the agricultural, the humanitarian, and the financial points of view, and gave information on the works of a similar nature now in operation at the present time. The period he dealt with covered the twenty-four years ended with the year 1911, and his remarks were illustrated by a series of maps and lantern slides. The average capital outlay for the three years 1887 to 1890, was £20,420,000; the corresponding figure for the three years 1908 to 1911 was £31,490,000 or an increase in capital outlay of 55 per cent. A further comparison between these two periods showed that the irrigated area had increased by 68 per cent., the net revenue by 123 per cent., the return on capital outlay by 43 per cent., and the net profit by 200 per cent. in the latter period compared with the former one.

South China Morning Post.

**The Balkan "Allies."**  
The Balkans Ablaze. Such again is the keynote of the headlines designed to catch the eye of newspaper readers. The latest Balkan flare-up is a pity—a great pity. It was earnestly hoped that the signing of the peace protocol in London on the historic 30th of May would lead to the ploughshare taking the place of the sword. The region was already devastated by protracted and ruinous warfare. But the hope so fondly cherished has been dashed to the ground, the division of disputed territories having led to a serious rupture among the one-time Allies. Extreme selfishness has broken the tie which united them in bringing the proud Turk to his knees. Men, weary of war, comrades in arms but a few short months ago, have been thrown at each others' throats in a life and death struggle which spells little material gain to one side and disaster to another. We doubt if the history of the world offers a parallel to the war now being waged in Eastern Europe with no less fierceness than that in which the allied States were recently successful.

For a good solid meal a la Carte or Table d'Hôte with Wines & Liqueurs of the Best  
**ALEXANDRA CAFE.**



## SHORT STORY.

CHARLIE SNYDER.

THE CHARMED LIFE OF MISS AUSTIN.

By Samuel Merwin.

## THE STORY OPENS.

Miss Edith Austin was in Peking during the revolution trouble. On the evening of February 29, when it appeared that Peking was to fall, she, with a crowd of refugees, made her way to the station only to miss the train. Then she met an American soldier who took possession of a motor car, helped her and her dog Wing into it, and set off for Tientsin.

Almost the first thing he told her, after they were seated, was that she "was a sport clear through." Her ears burned. She had known him just six minutes.

Later they got in the line of fire of a skirmish and a rifle-ball hit the interrupter box of the magneto. Their situation was serious. He blamed himself bitterly, but she would not allow him unduly to blame himself. He made love to her.

## THE STORY PROCEEDS.

"Aren't you sure?" he asked reproachfully.

"No—I'm not. I'm not. I've been such a wild. And it has all been so—so romantic."

"Perfect!" said he.

"Perhaps"—she was looking at him with a sudden steadiness that surprised herself—"perhaps I don't love you at all. Perhaps it is just the thrill of all that has happened—our being together—this way—and you are nice."

"Are you sorry you took the ring, Edith?"

"Why," she hesitated,—"no. I simply can't tell anything about it. I just don't know. Can't you understand?"

He shook his head. "You puzzle me."

She hesitated. He again reached forward and took her in his arms, firmly this time. He held her head up close to his in the hollow of his arm. His eyes were gazing into hers. His lips were hovering close to hers. But she roused herself wrenched herself partly free, and buried her head on his shoulder.

"Oh—please!" she whispered. "Not one?"

"Well on the forehead—just one."

He raised her head. She feared he was going to kiss her lips, and started to dodge away; but he held her face firmly between his hands and brushed his lips gently against her forehead. Then he released her. She sank back against the cushions with pounding temples, and covered her hands.

He leaned forward. "Do you regret it dear?"

She lowered her hands for a moment and looked at him. Suddenly her eyes filled with tears. She rested a light hand on his arm.

"I'm sorry," she said. "I really don't mean to be cross. You're saving my life, and—"

"Haven't saved it yet," he interrupted grimly.

"No, but—how quiet it is. I don't believe they are shooting now."

They were silent, listening. She deposited Wing on the seat, got to her knees, and looked out over the road ahead. Faint, far away, there was a new noise in the night, a coughing sound.

"Come up here!" she commanded.

They stood side by side in the car. She was drawing on the glove that he had removed. After a moment they sought each other's eyes. "It's an engine she cried—" a train. They've been stopped by the fighting. Oh, do you think we can get to it?" And she opened the door and stepped to the ground.

"I'm almost sorry," he said.

She tapped the dusty road with a neatly shod toe. "We must hurry."

"I'm sorry, sort of. It smashes your dream."

"You don't want me to be killed," said she. The situation had slipped out of his hands. Her mood had changed.

"Of course not. But, oh, Edith—"

He tried to take her in his arms; but she had no difficulty in eluding him, hampered as he was with his blanket-roll and rifle and her satchel.

"Don't please!" she said. "You'll hurt Wing."

His expression of exasperation was lost in the darkness.

She started off along the road. There was nothing for it but to catch up with her and take her arm. She walked easily and rapidly. He looked down admiringly at her swinging step.

"I know who you are," she broke out unexpectedly, after they had walked a little way. "You're Charlie Snyder, of Middleton."

The hand that held her arm moved with a sudden start.

"Yes," he said. "I told you the truth. My father is rich. I'm a rich man myself. I ran away to enlist. I'm Charlie Snyder, of Middleton."

Edith was in a brown study. "I know your sister Betty," she went on. "We were at school together."

Her voice faltered. She knew other things. The escapades of Charlie Snyder were still a matter of gossip, even in the neighbouring city in which she lived. The very matter of his enlistment filled the local papers for just one blazing day—before old William H. Snyder could make his influence felt. It was a chorus-girl story—and not of one chorus girl, but two! Broadway had made short work of Charlie Snyder.

She disengaged her arm and went on unsupported. Her lips were compressed. The same shadow of night that hid the queer, bilious expression on his face happily concealed the flush that came and went on hers—that came and went with certain troubled thoughts.

They walked through another small village, whose inhabitants of every age were out on the road in excited groups. The passed out between the last two houses, and saw, a quarter of a mile away across the fields, a long train of passenger cars. Farther along, by the light of a row of bonfires, a swarm of men were working on the track. Most of the passengers appeared to be out, standing in dark little knots, or moving slowly to and fro in the firelight.

In the shadow of the wall they paused.

"It's hard to let you go like this," he said. She felt that he was trying to force a note of sentiment into his voice. But the effort was not wholly successful. There had been magic between

than this night—a magic that had gone as a bubble goes.

"Thank you," she said gently. "You got me here."

He tried to press closer, but she held him off. "I'll write," he whispered. "Will you be at the Astor House in Tientsin?"

She shook her head. "You mustn't write."

"But—you're not stopping it like this."

She nodded. "We must. It was a mistake," he repeated bitterly, almost angrily. "Then it was what you said—just the romance, not me."

"Don't," she murmured. "Please let me go."

He released her hand; and she slipped unobtrusively out by the

train, among the shadows and the moving group of men, women and children passengers, and the curious crowding Chinese.

She stood there—a slim pretty girl in a tailored suit, turban and white gloves, carrying in one hand an umbrella and a small satchel, and holding a tiny Pekingese dog.

And standing there she heard an officer call sharply: "Here Sanders, what are you doing back here! Get forward there on the trackwork, and be quick about it!"

She pressed her hand to her eyes. How confusing it was! What a night! That officer was an acquaintance of hers. She turned away, unwilling to trust herself to speak to him.

(To be concluded next Saturday.)

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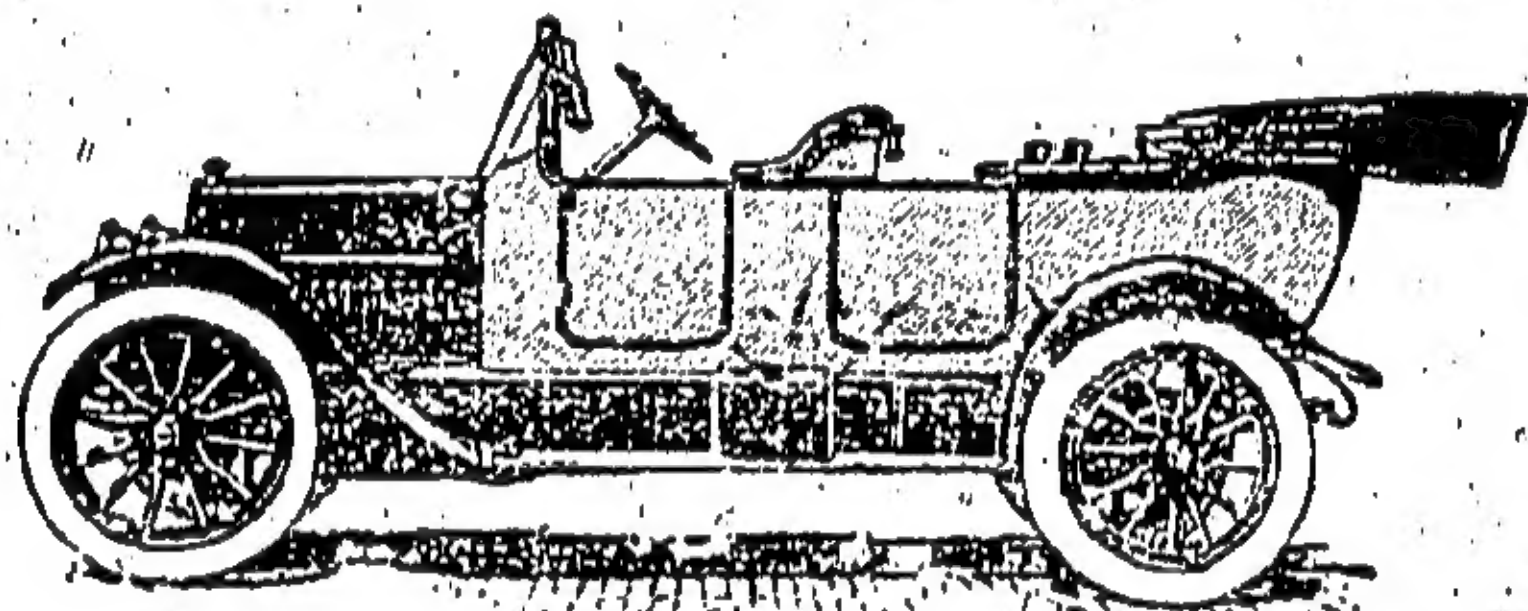
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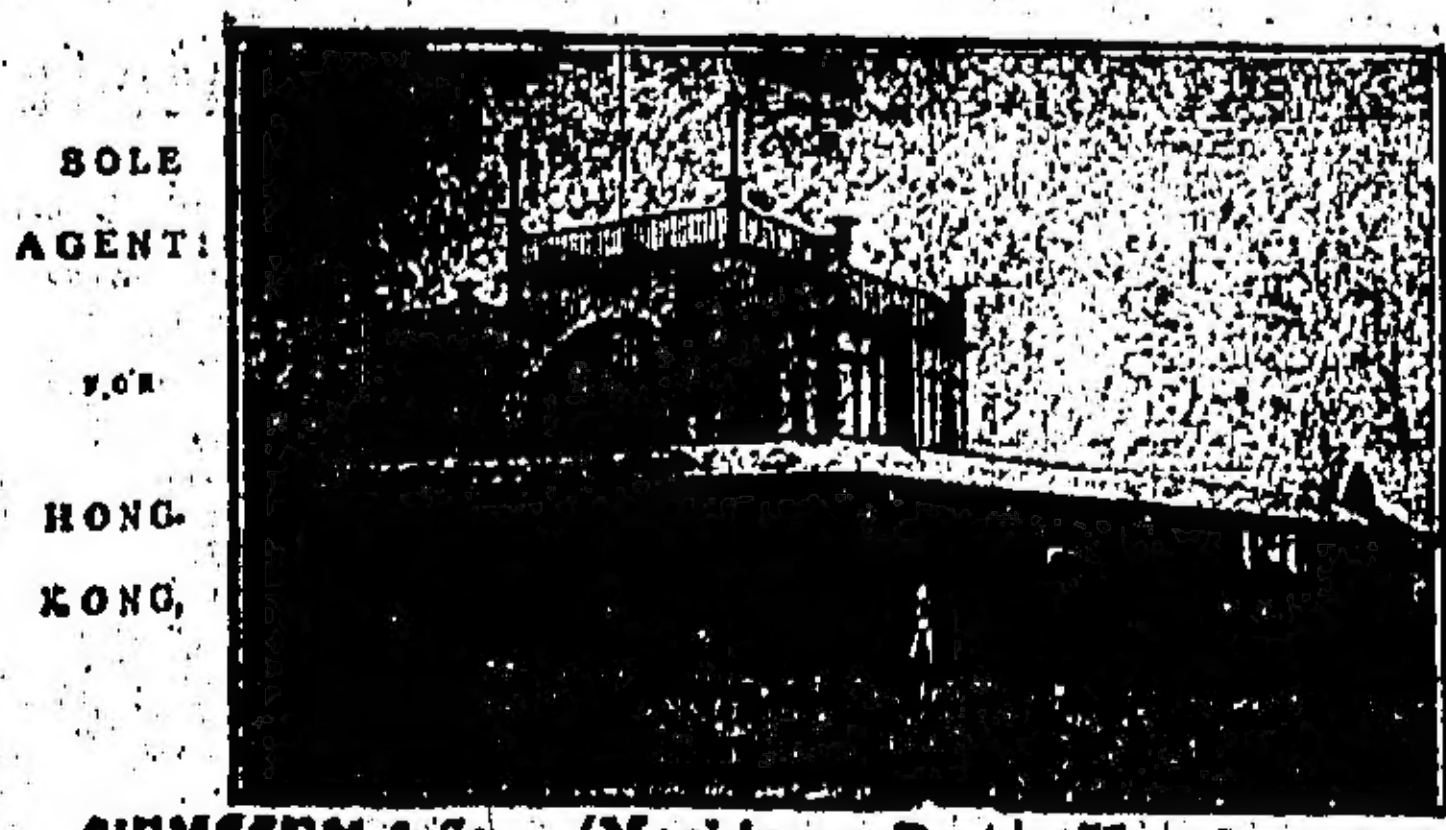
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## SHORT SERMON.

Then said he to the disciple,  
Behold thy mother!—St. John,  
xix, 27.

The sacrifice that has meant  
more to men than any other ever  
made was almost completed.

Dark were the skies and deso-  
late was the outlook for those  
who, through love and faith, had  
followed the fortunes of the  
Nazarene.

Never did night blot out more  
hope than those three hours,  
now drawing to a close, had cur-  
tained. And of all who stood at  
the cross disconsolate, wondering,  
and wrapt in grief, none could  
feel quite so deserted as Mary,  
the mother.

She it was who had carried Him  
close beside her heart and had  
felt the divine joy of His first  
smile. In her arms He had slept  
as a helpless baby, and under her  
loving care and guidance He  
had grown to play among  
the flowers. Her lips had  
framed His first lessons  
of life,—ah, how well He was to  
learn them all before His brief  
day should end thus ingloriously!  
It was by her side He had been  
guided into usefulness, and an  
appreciation of beauty. At her  
knees He had said His first simple  
prayers and to her He had come  
with his childish doubts and ques-  
tions.

Standing with those who  
believed they saw Him the son

of the Almighty, with  
those who had touched the hem  
of His garments with awe and  
trembling, she alone saw Him as  
her child; she alone knew the  
depths of such sorrow as only a  
mother can know.

The life she had nurtured was  
ebbing swiftly now. The hour of  
His going was almost come. But  
before the golden cord was cut  
there was to be one last message  
of love.

Turning to the disciple, He  
said "Behold thy Mother."

It was His last message to men.  
As His first had been a smile  
for His mother, so His last was a  
word of loving thoughtfulness of  
her.

Thus did He who has re-made  
men's hearts set the seal of His  
divinity upon that divinest of all  
things human,—the love of a  
mother.

Upon it religions have been  
built. Without it there could be  
no religion worth the holding.  
For the nearest we can come to a  
realization of the love of God is  
to know, as most of us can and do,  
the love of a mother.

"For thus saith the Lord" re-  
cords the prophet Isaiah, "As one  
whom his mother comforteth, so  
will I comfort you."

And no one who has felt the  
strength and depth and all in-  
clusiveness of a mother's love can  
doubt, or care to, that the love  
of the Infinite Father is like unto  
it.

## FAR EASTERN NAVAL SQUADRONS.

### HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	12	2,000	Comdr. A. Coochrane	Hongkong
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	Gunboat	710	2	800	Lt.-Com. B. E. Pritchard	Yangtze
Britomart	Gunboat	710	2	800	Lt.-Com. W. L. Darwell	Hongkong
Cadmus	British sloop	1,070	6	1,400	Comdr. H. Williams	Shanghai
Cherab	Water tank and tug	380	—	300	Master H. Smith	Hongkong
Olio	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Peking
Fame	Torpedo-boat destroyer	380	6	5,700	Lt.-Com. Wilkinson	Hongkong
Flora	2nd class cruiser	4,350	10	7,000	Capt. C. F. Corbett M.V.O.	Wei-hai-wei
Hampshire	1st class cruiser	10,850	10	20,500	Capt. M. R. Hill	Wei-hai-wei
Kent	1st class cruiser	9,000	14	22,000	Capt. Allen T. Hunt O.S.I.	Wei-hai-wei
Kinsha	River gunboat	818	4	1,200	Lt.-Com. H. Marryatt	Yangtze
Merlin	Surveying ship	1,040	—	—	Capt. F. O. C. Pascoe	Labuan
Minotaur	1st class cruiser	14,800	—	27,000	Capt. E. B. Kiddle	Wei-hai-wei
Monmouth	1st class cruiser	9,800	—	22,000	Capt. B. H. F. Bartlett	Wei-hai-wei
Moorhen	River gunboat	180	2	800	Lt.-Com. Alan Dixon	Hongkong
Newcastle	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Shanghai
Nightingale	River gunboat	85	2	240	Lt.-Comdr. M. Murray	Yangtze
Otter	Torpedo-boat	385	6	6,300	Lt.-Com. R. W. Wilkinson	Hongkong
Ribble	Torpedo-boat destroyer	590	—	7,500	Lt.-Com. E. J. G. Mackinnon	Wei-hai-wei
Robin	River gunboat	85	2	240	Lt.-Comdr. Nash	West River
Rosario	Depotship for Submarines	980	—	1,400	Lt.-Comdr. N. E. Archdale	Canton
Sandpiper	River gunboat	85	2	240	Lt.-Com. I. S. Hutton	West River
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Taku	Torpedo boat destroyer	350	6	6,000	Gunner W. H. Ryder	Hongkong
Tamar	Receiving ship	4,650	6	—	Com. R. H. Anstruther C.M.G.	Hongkong
Teal	River gunboat	180	2	800	Lt.-Com. Hon. Guy Stopford	Yangtze
Thistle	Gunboat	710	2	800	Lt.-Com. H. R. N. Ostell	Yangtze
Usk	Torpedo-boat destroyer	590	—	7,500	Lt.-Comdr. Maxwell	Wei-hai-wei
Virago	Torpedo-boat destroyer	355	6	6,300	Lt.-Com. H. D. Adair-Hall	Wei-hai-wei
Welland	Torpedo-boat destroyer	590	—	7,500	Com. Seymour	Wei-hai-wei
Whiting	Torpedo-boat destroyer	380	6	5,900	Lt.-Com. R. Neville	Wei-hai-wei
Widgeon	Gunboat	195	2	800	Lt.-Comdr. J. C. Borrett	Yangtze
Woodcock	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodlark	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtze
O. 36,	—	—	—	—	Lt.-Com. McGillivray	Hongkong
O. 37,	—	—	—	—	Lt.-Com. J. Gaines	Hongkong
O. 38,	—	—	—	—	Lt.-Com. Pope	Hongkong
T.B. 035,	—	—	—	—	Lt.-Com. Handley	West River
T.B. 036,	—	—	—	—	Lt.-Com. Stileman	Hongkong
T.B. 037,	—	—	—	—	Lt.-Com. Nicol	Hongkong
T.B. 038,	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong

\* Flagship of Admiral Jernam, K.C.B., C.V.O., O.M.G. Commander-in-Chief.

### FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Kaiser Franz	Joseph I	Armoured cruiser	4,000	45	8,000	Capt. Hauta	Shanghai
Dupleix	**	Armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai
Kleber		Armoured cruiser	9,700	12	18,000	Capt. Gourta	Hongkong
Leclerc		Gunboat	645	10	1,000	Lieut. Vandier	Saigon
Argus		River gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante		Gunboat	123	7	500	Lieut. de Jervillier	Canton
Peiho		Gunboat	130	—	—	Lieut. Collin	Tongks
Dondard de Lagree		Gunboat	—	—	—	Lieut. Dupuy Duteaux	Tongks
** Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station							
Lynx		Submarine	—	—	—	Lieut. Bolux	Saigon
Protes		Submarine	—	—	—	Lieut. Bolux	Saigon
Styz	*	Armoured gunboat	1,798	10	1,700	Lieut. Guillaume-Louis	Saigon
Fronde		Destroyer	350	7	303	Lieut. Aurillac	Saigon
d'Iberville		Destroyer	—	—	—	Capt. de Frigate Rouisen	Hongkong
Pistolet		Destroyer	130	7	300	Comdr. de Marquessac	Saigon
Monsquet		Destroyer	307	6	300	—	Saigon
Manche		Surveying-ship	1,825	10	9,000	Com. Voisin	Saigon

\* Flagship of Commodore Boucaut, Commanding the local defence Indo-China.

Emden	Cruiser	3,600	22	13,500	Capt. v. Muller	* Tsingtau
Gneisenau	Armoured cruiser	11,000	36	26,000	Captain Brunninghaus	* Tsingtau
Itis	Gunboat	900	12	1,300	Comdr. v. Gohren	Canton
Jaguar	Gunboat	800	12	1,300	Comdr. Lutting	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Hann	Tsingtau
Luchs	Gunboat	900	10	1,350	Comdr. Thierichen	Hankow
Nuremberg	Cruiser	3,400	22	13,200	Capt. Morsberger	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Firlie	Yangtze
Scharnhorst	Flagship	11,800	36	28,000	Capt. Rosing	Tsingtau
S. 90	Torpedo-boat	400	8	6,500	Capt. Lt. Branner	Tsingtau
Taku	Torpedo-boat	280	4	6,000	Obt. z. S. v. Maubenge	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Becker	Tsingtau
Tsingtau	River gunboat	223	4	1,800	Capt. Lt. v. Moller	Canton
Vaterland	River gunboat	223	4	600	Obt. z. S. Dressler	Yangtze

Portuguese,					
Adamaster	Cruiser	1,757	—	—	Capt. Annibal de S. Dias Hongkong
Macao	Gunboat	—	—	—	Capt. Martins Macao
Patris	Gunboat	700	—	—	Capt. Luiz A. de Mighalhes Corra Macao

### UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

A-2	Submarine	—	—	—	Ensign G. Bradford	Cavite
A-4	"	—	—	—	Ensign W. H. Pastley	"
A-6	"	—	—	—	Ensign H. L. Rahel Daffer	"
A-7	"	—	—	—	Ensign C. M. Yates	"
Albany	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruising
Bainbridge	Torpedo-boat des.	420	7	8,000	Lieut. R. A. Spruance	Cavite
Barry	Torpedo-boat des.	420	7	8,000	Lieut. C. S. Keller	"
Callao	Gunboat	243	8	250	Ensign W. L. Heiberg	Canton
Chauncey	Torpedo-boat destroyer	420	7	8,000	Ensign Woodson	Cavite
Cincinnati	Protected cruiser	3,183	11	10,000	Com. J. V. Chase	Cruising
Dale	Torpedo-boat destroyer	420	7	8,000	Ensign F. T. Berry	Cavite
Decatur	Torpedo-boat destroyer	420	7	8,000	Ensign F. Cogswell	"
Elcano	Gunboat	620	4	800	Lt. Com. V. S. Gannon	Shanghai
Helena	Gunboat	1,392	8	1,988	Com. G. R. Marvell	Shanghai
Mohican	Station ship	1,900	6	1,100	Lieut. V. R. Lowe	Cavite
Monadnock	Monitor	3,990	6	3,000	Com. W. C. Cole	Olongapo
Monterey	Monitor	4,084	4	5,277	Com. W. C. Cole	"
Pampanga	Gunboat	243	8	—	Ensign P. J. Peyton	Cavite
Piscataqua	Sea going tug	854	2	1,600	Lieut. S. W. Wallace	Canton
Pompey	Repair ship	3,085	—	—	Com. C. W. Cole	Cavite
Quincy	Gunboat	350	2	208	Ensign O. St. A. Botsford	Shanghai
Rainbow	Cruiser	4,360	14	1,800	Lt. Com. D. W. Wirtzbaugh	Syow
Samar	Gunboat	243	8	250	Lieut. G. O. Dielman	Shanghai
Saratoga **	Cruiser	8,115	14	17,401	Commander H. A. Wiley	Shanghai
Villalobos	Gunboat	370	9	208	Lieut. E. Durr	Shanghai
Wilmington	Gunboat	1,392	8	1,894	Commander J. F. Hubbard	Hongkong
Wompatnuk	Tag	462	—	650	Chief B'ewain, B. O. Halliwell	Olongapo

\*\* U.S.S. Saratoga Flagship Rear-Admiral R. F. Nicholson, Commander-in-Chief, United States Fleet, temporarily

\* U.S.S. Saratoga Flagship Rear-Admiral R. F. Nicholson, Commander-in-Chief, United States Asiatic Fleet, temporarily







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By Order, "HONGKONG TELEGRAPH."

## The Hongkong Telegraph.

HONGKONG, SATURDAY, JULY 5, 1913.

## THE FOURTH OF JULY.

"Independence Now, and Independence For Ever!"

Daniel Webster.

On July 4, 1776, from what is now Independence Hall, the museum of national relics in Fifth and Chestnut Streets, Philadelphia, the Declaration of Independence was read to the expectant people in the square, and the bell in the tower rung proclaiming liberty throughout the land. The Declaration was drawn up by Jefferson and signed by fifty-six members of the Continental Congress, declaring the United States of America to be free and independent of Great Britain. Much blood was to flow before Great Britain, by the Peace of Versailles eight years later, finally recognized the independence of her late subjects. The history of those bloody years cannot be good reading to dispassionate students of either nation in these days, and the pages of Fiske or Steedman are best left unopened lest the blood boil and burst through forgotten scars; and did they not present to us a difficult academic lesson in the craft of Empire, they could well be deliberately forgotten.

We Englishmen are bound to-day to be proud of the glories of the United States. We are bound to confess that, had they been retained as a portion of the British Empire, the world would have been deprived of a great and original power for good, a land of immense vitality and efficiency which appears to be in advance of its generation, working out problems of democracy which will guide old Europe in the future. It is inconceivable that under British rule, as it flourished until their revolt brought us to our senses, the course of the United States could have been anything like what it actually has been. They have taught us a lesson we should be thankful for, and we can well be content to take comfort from the knowledge that the splendid result is, in a large measure, due to our common language and ancestry—that the fathers of the Colonial Whigs who declared their independence were born and nurtured on British soil, Washington himself being an Englishman.

The two nations have never been friendlier than they are to-day. Now and again, it is true, one comes across bitter writings in the Yellow Press, but "blood is thicker than water" and we must not forget that many of the Irish have been driven to America after having the roof torn off their cabin by the agents of absentee British landlords. We find the same expression of patriotism occasionally amongst the "habitants" of Canada. It is the duty of all right-thinking people in America and the British Empire to foster this spirit of friendliness and inseparability which may finally pacify the world. The Peace Centenary celebrations next year should help much to further this ambition. America has great problems before her and no one can say what the future may bring. At home she has problems of labour and finance, tariffs, trusts, state rights and the negro question; abroad she has the problem of Panama and the Pacific, Japan, and the future, and perhaps the extension of her colonies. But the future seems bright with promise. She not only has great men at the top, but she has in plenty, amongst her rank and file, reliable, hard-working, efficient men—more perhaps than any other nation; and a giant hustler in an age of hustle; great in commerce, manufacture and invention; a land of teeming millions and amazing organisation; a refuging cauldron for the refuse of Europe.

## A Chance for Hongkong.

In these days, when offers of help towards Imperial defence are forthcoming from many quarters, it might be well to ask what Hongkong intends doing in the matter. The Federated Malay States have come forward with a Dreadnought, and although Hongkong might hardly be able to follow this lead, a way has been shown us by the residents of British East Africa, who, according to a telegram to-day, have subscribed £1,000 towards the purchase of an aeroplane for Great Britain. Why not, therefore, start a list in Hongkong for a like purpose? We have much for which to thank the Army and Navy in Hongkong, and a gift similar to that of British East Africa would show that we appreciate the fact. A thousand pounds, or even more, could easily be raised here; and we advance the suggestion hoping that it will be seriously entertained and acted upon.

Hongkong celebrated Independence Day very fittingly yesterday. One says Hongkong advisedly, because the celebration was not confined to the American section of the community. The reception at the Hongkong Hotel alone proved this; it was a particularly enjoyable function which was very largely attended by others than Americans. It seemed, indeed, as though the recognition of the day were even more general than usual, and mention must be made of the number of ladies who attended the reception in the course of the afternoon. That was one of the most agreeable features of the function. Perhaps one circumstance escaped most of the visitors. It was not surprising that a British band should play at an American reception while Britons and Americans were manifesting their brotherhood; but it was surprising that the programme should contain so many rag-time tunes. That was emphatically a sign of the times!

Scotland and Cricket. Home papers to hand with the latest cricket scores contain no more interesting figures than those relating to the match between Scotland and Surrey. Evidently Scotland is coming on when it can dismiss a strong Surrey side, which includes Hayes, Hobbs, Goatly and Hitch, for 142 runs. Formerly, when English sides were met, Scotland relied on English bowlers, but, in the match under notice, a Scots bowler in Sievwright got rid of Hayes for 14 and Hobbs for 11 and four wickets for 42 in the first innings. Sievwright has progressed of late years. He is a slow break bowler who uses his brains. Probably he will never forget the day when, as a youngster, he bowled to Messrs. Dickson and Balfour Melville of the Grange who were visiting Arbroath. His bowling suited them, and they lambasted it to all parts of his field. Mr. M. R. Dickson is now his captain and Sievwright has profited by his coaching. He is the best Scots bowler of recent years. Dickson, too, did well with a score of 67. Scots players from a country club do themselves more justice than formerly in first class company.

## AMERICAN CHURCH SCHISM.

An interesting crisis has arisen in the affairs of the Protestant Episcopal Church of the United States, which corresponds to and is descended from the Church of England. For a long time there have been serious disagreements between the Evangelical and High Church wings of the organization, and now it seems possible that there may be an actual split over the question of a change of title. The High Church faction wishes to eliminate the word "Protestant" in favour of the "American Catholic Church," or some such phrase. The Low Church wing asserts that, apart from other objections, the change would be rather ridiculous, as it ill becomes a Church which numbers about 1 per cent. of the population to call itself either American or Catholic. According to some religious newspapers, the victory of the Low Church people at the triennial convention which meets a few months hence, would mean no more than the entry into the Roman Church of a certain number of Episcopalians.

## DAY BY DAY.

"I have lived long enough to know what I did not at one time believe—that no society can be upheld in happiness and honour without the sentiment of religion."  
—La Place.

The Mails.  
English Mail.—Despatched per s.s. Devanha at 12.30 p.m. to-day.  
Siberian Mail.—Closes per s.s. Lanan at 5 p.m. to-day.

The Fire Float.  
Tenders are being invited for repairs to No. 2 Fire Float.

Case Reopened.  
This morning, the Puisne Judge, Mr. Justice Kemp, decided to re-open the case of Lau Wan To v. Tai Sang Chan.

Shipping Regulations.  
New regulations have been drawn up in regard to the fees of junk licences and the conditions of licences to small craft.

The Plague Epidemic.  
During the 24 hours ended noon to-day four cases of plague were notified, two being fatal. The year's total is now 192.

Self-Inflicted Wounds.  
A Chinese lad from the s.s. Hunsang has been sent to hospital suffering from wounds in his right side, supposed to have been self-inflicted.

Lottery Tickets.  
A fine of \$100, or two months' imprisonment, was imposed by Mr. Melbourne at the Police Court to-day, for being in possession of lottery tickets.

For Consignees.  
Consignees of cargo by the s.s. Kores and the s.s. Hitachi Maru are reminded that goods remaining undelivered after Monday will be subject to storage charges.

Divan Keeper Fined.  
A man was charged before Mr. Melbourne to-day, on remand, with keeping an opium divan at 25, Upper Lascar Row. Mr. R. O. Faithfull defended, and a fine of \$25 was imposed.

Consul for Panama.  
The King's Esquadrero empowering Mr. Arturo Amador Garcia to act as Consul for the Republic of Panama in Hongkong has received His Majesty's signature.

Appointment Approved.  
His Majesty the King has been pleased to approve the appointment of the Honourable Mr. David Landels to be an Unofficial Member of the Legislative Council in place of Mr. Charles Henderson Ross resigned.

Proclamation Rescinded.  
It is notified that Excellency the Governor-in-Council has given directions for the rescission of Proclamation No. 4 of the 28th February, 1913, declaring Pakhoi to be a port or place at which an infectious or contagious disease.

Opium Possession.  
At the Police Court this morning, Mr. C. D. Melbourne fined a man \$500 for being found in possession of 50 taels of prepared opium while leaving Wing Lok Street wharf. The man was arrested by a Revenue officer.

Stabbing Affair.  
A Chinese employed on the s.s. Chu Maru is reported to have been set on by four men at Li Kee Wharf, with the result that he received knife wounds in several places. He has been sent to hospital and one man has been arrested.

Opium Divan.  
Before Mr. Hazeldan at the Police Court this morning, five men were charged with being concerned in an opium divan at 160 Third Street. The keeper was fined \$250, or in default three months; and the smokers \$25 each. Inspector Dymond prosecuted.

Leave.  
Combined leave as under on private affairs, to the United Kingdom, is granted to Captain N. D. Place, 8th Rajputs.—Privilege leave from 21st August to 18th November, 1913. Leave on private affairs from 19th November, 1913, to 20th April, 1914 (or date of availing).

Pension Proviso.  
The Government Gazette notifies that the Pension Minute dated January 1, 1902, has been hereby amended by the insertion at the end of Clause No. 19 of the following proviso:—"Provided that for the purposes of this Clause such pension or allowance shall be the remaining portion of the pension after deduction of the annual contribution due in respect of Widows and Orphans' Pensions."

## 1888

## HONGKONG TWENTY-FIVE YEARS AGO.

Compiled from the "Hongkong Telegraph" files for the Week Ending July 5, 1888.

Chinese Silver Loan.  
The following intimation appears in the advertisement columns of the "Telegraph" of June 20, 1888.

"Chinese Imperial Government Silver Loan of 1884.—Loan B.—First Drawing.

"Notice is hereby given that, in conformity with the stipulation contained in the bonds of this Loan, the following numbers of bonds to be paid off at par at the office of the Hongkong and Shanghai Banking Corporation, in Hongkong, on the 30th day of June 1888, when the interest thereon will cease to be payable, were this day drawn at the office of the said corporation in Hongkong, in the presence of Mr. William Henry Gaskell, acting chief accountant of the said Corporation and of the under-signed notary."

Then follow various numbers of bonds (76 in all) between 2,701 and 5,579; and the list is countersigned, A. P. Stokes, Notary Public, Hongkong.

## A Class for Horse-Breaking.

June 30.—"At the conclusion of Captain Hayes' lecture yesterday on horse-breaking and horse-management, a class for instruction was organised, nearly thirty pupils at once putting down their names. The course will probably extend over one week and the fee (\$15) is merely a nominal one. The first of the series of lessons and experiments will take place at the Race Course on Monday morning, at 7 o'clock."

## Dirty Banknotes.

The "Telegraph" at this time was publishing a series of letters on the subject of the dirty condition of the bank notes circulating in the Colony. The following is one of these communications.

"In regard to the filthy and ragged condition of the paper money of the Colony which you and your correspondents reasonably believe to be capable of spreading small-pox and leprosy amongst those individuals who touch it, I would suggest to the bank-managers of the Colony that they issue notes very much smaller in size than these which are now current. If the one-dollar notes were made just big enough to be put into the vest pocket without folding, and renewed every twelve months, the cost of renewal would be small, while the convenience to the public would be great. I recommend this idea to the bank-managers of Hongkong as one in every way better than the poor system which prevails now which is barren of everything but dirt, disease and unspeakable nastiness."

[Things have not improved a great deal, in this respect, in twenty-five years; at least we will hope that the notes in use then were not much dirtier or more ragged than some that are current in the Colony to-day.]

## The Cholera.

July 2.—"According to the latest returns, the virulence of the cholera epidemic is decreasing, only one or two deaths being daily registered as occurring through the disease. What we want to know now is whether we should attribute the improvement to the Sanitary Board, the Chinese processions, or the rain. By the way it is rumoured, that an astonishingly large number of the crew of the Imperieuse were ill when she left the harbour last week."

## Jerry Building.

The following leaderette from the "Telegraph" of July 5, 1888 is worth printing at length, so strong a bearing has it on Hongkong building methods to-day and on the results of past jobbery.

"The descendants of the foolish man who built his house upon the sand surely live in Hongkong. In a single hour's walk this morning, west of the Clock Tower, we counted half a dozen monuments, the plans of which would never have passed the most incompetent Local Board in England, and certainly would never have been allowed to be executed

in any other place but this. The existing buildings are "jerry" enough, goodness knows; but that there should be to-day high buildings in course of completion, one single course thick, is nothing less than criminal; and the charge extends alike to the omitters and the permitters. We have surely had recent examples of this almost brickless, entirely mortarless type of building, every element proclaims their fragility. A high wind, not to speak of a typhoon, wreaks destruction from one end of Chinatown to the other; the slightest earthquake is attended by most terrible consequences; a fire, besides its ordinary ravages, seems to absolutely frighten the extra-mural attachments, such as verandahs, into falling; whilst rain, the next greatest terror of jerry-builders, fetches them even more unexpectedly down, more than one instance occurring only last week during the floods. The general instability of native-built edifices, seems to point to the very urgent necessity of more minute inspection before passing plans, and very much more supervision over their carrying out. The number of death-traps to-day is no trifling affair; it is daily being increased; contractors are erecting "brick babbles" (we thank thee, Mr. Fraser Smith, for teaching us that word; "brick babbles" is perfect.) "In all parts of the town, and the result will be seen when any circumstances which are unfavourable occur. The Chinese, of course, are satisfied; all they want is a roof of any sort over them; but is it not monstrous that they should be allowed to inhabit these cheap, egg-shell erections, or burrow under hills, heedless of the countless lessons they have already had?"

[Our former editor was certainly the voice of one crying in the wilderness and not being listened to. Our present-day readers know all too well how true every line of the above is to-day. Had the Hongkong Government chosen to profit by the warning it conveys, the Colony would not be a nest of death-traps and brick-and-mortar swindles as it is at this moment.]

## 1888.

## SHARE REPORT.

The quotations which follow are from the "Hongkong Telegraph" for July 5, 1888. These quotations will appear every week, and comparison of quotations then obtaining with those of to-day should prove of much interest.

Hongkong and Shanghai Bank.—161 per cent. premium, sellers.

Union Insurance Society of Canton.—\$87.12 per share, sellers.

China Traders' Insurance Company.—\$73 per share, sellers.

North China Insurance.—Tls. 285 per share, buyers.

Canton Insurance Company, Ltd.—\$75 per share, buyers.

Yangtze Insurance Association.—Tls. 100 per share, sellers.

Chinese Insurance Company.—\$185 per share, buyers.

Hongkong Fire Insurance Company.—\$340 per share, buyers.

China Fire Insurance Company.—\$70 per share, buyers.

Hongkong and Whampoa Dock Company.—38 per cent. premium, sellers.

Hongkong, Canton and Macao Steamboat Company.—\$222 per share, sellers.

China and Manila Steamship Company.—\$62 per share, buyers.

Hongkong Gas Company.—\$135 per share.

Hongkong Hotel Company.—\$175 per share, sellers.

Indo-China S.N. Company.—12 per cent. dis., sellers.

## NEW BANDMANN OPERA CO.

Last Night's Performance of "Autumn Manoeuvres."

The Bandmann Company opened at the Theatre Royal last night, to a well-filled house, in "Autumn Manoeuvres." The story of the play is well known to most of our readers, as the Company performed it during their last visit. Its success or failure necessarily depended on the artist to whom the part of Captain Withers was allotted; and the fact that Mr. Frith was cast for this was a sufficient guarantee that all would go well. The popular artist has evidently made a close study of the type of "officer" represented by the valiant Withers, of Territorial fame; and his efforts at handling his men created prolonged mirth.

The character as originally sketched by the librettist is less farcical and more true to life than might appear at first thought. We have met it. Mr. Frith kept very close to the character all the way through, giving his audience a picture, that left nothing to be desired, of the home-keeping young provincial who can never get away from his shop, his grandmother and the greatness of his native town and its inhabitants.

Miss Violet Frampton, as Lady Letty Larkine, the sporting and sportive widow, played up to him splendidly, offering fine openings for some of his best hits and doing so in a share of good work herself. Pretty little Miss Moyna Hill, as the General's tyrannical but altogether captivating daughter, was delightful all the way through; and one could well understand that her father, and also her sweethearts Oswald Orde, (Mr. Pannocent) would readily haul down their colours before her winning wilfulness. Mr. Pannocent paired excellently with her, and his chafing of Withers, together with his love-making, and his wifely good humour, and easy self-assertiveness, made him very popular throughout the play.

To Miss May Glenn, fell the most difficult role in the piece, for, added to the demands made on her as a realist, was a love episode that called for some amount of serious acting. Miss Glenn did full justice to the part and to herself, her really fine singing, gaining her several encores. Her partner in the love affair, Captain Falconer, was extremely well impersonated by Mr. James McGrath, who made a very credible paymaster officer, and who introduced some remarkably strong dramatic touches into the scene wherein he finds himself tricked, in spite of his efforts and resolution to the contrary, into entering the house of the sweetheart from whom he has long been separated.

Mr. Fred Coyne, as the General, gave us a fine piece of acting in the third act; as did Mr. Fred Cressy, a sergeant-major of volunteers, in the first; while all the subsidiary parts were wonderfully well presented.

To-night "The Runaway Girl" will be staged.

Analyst's Report.  
According to the return of the Government Analyst, during the quarter ended June 30, three samples of brandy, six of milk and four of whisky were examined under the Sale of Foods and Drugs Ordinance. All were genuine save one of milk.

Taiipo Land Sales.  
Taiipo Island Lot No. 7, above the railway station, is to be sold by auction at the P.W.D. office on the 14th inst. The lot has an over of about 17,835 square feet and the upset price is \$535. The purchaser of the lot will have to pay the sum of \$2,078 for the bungalow, outbuildings and improvement at present on the lot.

A Hoax.  
Some sensation was created on the evening of June 13, at the Imperial Hotel, Simla, where Alastor, the palmetto, is staying. Some one issued orders to about sixty people offering free consultations at 5 p.m. The result was a great number of rickshas, equestrians and pedestrians converged on the hotel at the stated hour, and there learnt that the invitations were a hoax.



BRITISH INFLUENCE  
IN CHINA.And Hong Kong's "Interest" in  
Education.

(Special Article).

Under the above heading the "Times" of June 8 has printed a laudatory article on Hong Kong, with special reference to education and the new University. The contribution is anonymous, but it bears all the marks of having been either written or dictated by some enthusiast who has remained in the Colony for the proverbial five minutes, and therefore feels at full liberty to write authoritatively, and in a tone of easy confidence, on subjects about which more experienced hands would feel some diffidence in touching, other than in a questioning spirit.

## A Naive Introduction.

The long introductory paragraph appears to have been neatly copied from one of Cok's guide-books, and one's impression, after perusing it, is that the "Times" editor must have been in a particularly generous humour when he found room for it. Having thus satisfactorily taken his readers into his confidence about these hitherto carefully guarded secrets as to Hong Kong's whereabouts, importance and history, the writer—in a renewed burst of candour—observes that "for many years Hong Kong has been extremely interested in all educational work."

There is no contradicting the opening portion of the article, for the writer of it has overwhelming evidence—from Baedeker—to show that he speaks the truth; but this "extremely interested" business ought not to go unchallenged.

## An Expensive Business.

Hong Kong has spent enormous sums on education; this is well known, especially to the luckless rate-payers; but the generous outlay of money derived from taxation does not necessarily signify interest on the part of Hong Kong as a whole. This alleged interest has been at work, on and off, for over seventy years; and yet, even at this date, there is not a school in the Colony to compare, where general efficiency (if we are to judge by results) is concerned, with the veriest little country grammar school at home.

The most appalling reading that appears in the Hong Kong press throughout the year is that furnished by the annual reports of the various schools here. We are told that, such and such an educational establishment has sent up so many pupils for the Oxford Locals, and that so many have "passed"; but are we ever told what proportion of the number of pupils in the school the successful Oxford candidates represent? Are we ever told that, as a real test of knowledge, these certificates are not worth more than that they would fetch in the waste-paper sale?

Hong Kong "Extremely Interested."

Ask the business men of Hong Kong how many of their Chinese or Portuguese clerks (many of whom hold these precious certificates) can understand freely what is said to them in English, or can write even a passable letter in the official language of the Colony. Or ask the parents of purely British boys who have attended Hong Kong schools what sort of letter these can write in French or German, what they would make of an easy passage from any Latin prose author, or what they know about the history of their own language or the literature of their own country. Is there a single British father in this Colony who allows his son to be educated here if he can possibly afford to send the lad home? Is there a school here—above the grade of the "poor" schools at home—that is reserved exclusively for boys of European parentage?

All this, mark you, is the state of things that exists after so many years of "extreme interest" in Education on the part of Hong Kong.

The "Times" article then proceeds to supply a little more pamphlet information, as to how Hong Kong came to possess a University, after which it states, with a sublime air, that

developments in the various faculties "are limited only by financial consideration." There is a novelty (and a profundity) about this reflection that almost takes one's breath away. Why, it is nothing but financial considerations that prevent the present writer from being a Rockefeller. If Hong Kong University had the money, it could buy over and bring out many of the best men who are now lecturing at Oxford and Cambridge, or at our big mining and engineering colleges at home; and if one's aunt had been a man who would have been one's uncle.

## A Subtle Piece of Argument!

So much for "what we could do, if only we had the money." Then come the pearls of truth and wisdom. "It is especially desired to extend a work which has already done so much to re-establish British prestige in China. The Hong Kong University is a reality because of the enthusiasm of the British in the Far East, and of the Chinese merchants associated with them." This re-establishment of British prestige will strike most forcibly those of us who were not aware that Britain had yet lost her prestige in China; while the logic of the remainder of the statement would draw tears from a wooden Buddha. "A reality because of the enthusiasm of the British in the Far East!" One gives it up; the reasoning is too subtle for a plain man. Hong Kong University a reality! And only the other day some spiteful person or other called it a technical school.

The Pupils and the Visitors. Again; "the undergraduates receive all instruction in English, and are men destined to occupy high and responsible positions in China, for they are drawn from the best families." There is a touch of aristocracy about that last sentence against which one's democratic and plebeian blood revolts, and which augurs ill for the maintenance of true republican principles in New China.

Once more. "During the few months since the University was opened, there have been many visitors to Hong Kong, and it is safe to say that all of them have been profoundly impressed by the immense possibilities of this latest of British Universities." What; all of them?

## "Boosting."

The present writer would like it to be clearly understood that he is far from undervaluing either the university itself or the generosity and wisdom of those benefactors who brought it into being. But why this needless log-rolling and "boosting" of an institution that is scarcely even under way yet? Why the exaggeration of Hong Kong's practical—or even theoretical—interest in education? It is not fair to charge the "Times" contributor with deliberate intention to mislead; but it will at least be obvious to all who may claim to know anything about the tone and trend of Hong Kong thought, that he has written from information that is insufficient and from premises that are shaky.

## The Future.

Undoubtedly there is a big educational future in store for Hong Kong—as soon as the controlling of it gets into the right hands. Undoubtedly, too, the Director of Education is himself keen and enthusiastic enough on the matter; but, until he has proper tools to work with, he can do little. There are good teachers and cultivated men among Hong Kong schoolmasters; but there are also, among them men who would never obtain employment in the most ill-equipped school at home. Moreover, judging from the class of Hong Kong examination paper that one meets with from time to time, the examining of pupils here would seem to leave much to be desired. If the University is to be the success which it ought to be, the hope who sit for its matriculation examination must be those who have had a grounding, and not a smattering; and the Government must arrange for them to be taught and examined by educated men. Up to the present, Hong Kong has been playing with school matters; a game which may be vastly interesting to those who profit monetarily thereby, but which affords very poor amusement to the onlookers—the ratepayers.

## COMMERCIAL.

## SHARE REPORT.

Our local market has been well patronised during the week, resulting in a further appreciation in the price of a number of stocks.

Bur Silver is 27d. per oz. for ready and 27½d. per oz. for forward delivery, steady.

Exchange on London opened to-day at 1/11 9/16 T.T.

Para Rubber is quoted from London at 3/8 1-2 per lb. with the market for shares, dull.

Banks.—Hongkong & Shanghai Banks have sellers at \$812 1-2 after sales at the rate; the London price is unchanged at 281 1-2 middle.

Marine Insurances.—Unions have changed hands in small lots at \$790, but close with sellers at the rate. Cantons are wanted at \$203, North Chinas are quoted at 135 and Yangtzes at \$210 Ex 73, both nominal.

Fire Insurances.—There are buyers of China Fires at \$148 after sales at \$147 and Hongkong Fires keep steady at \$357.

Shipping.—Hongkong, Canton and Macao Steamboats can be placed at \$27, China and Manilas at \$10 and Indos at 85. Douglas's are obtainable at \$33. Star Ferries have buyers at 53½ and Shell Transports are quoted from London at 102½ middle price, a decline which may be attributed to the renewal of hostilities in the Balkans.

Refineries.—There are sellers of China Sugars at \$101 and buyers of Luzons at \$37.

Mining.—Rauhs have been dealt in \$3.1-2, Kailan Mining Administrations are unchanged at 32½ middle price, Tronohs have receded from 70½ to 58½ middle price, ex dividend. Langkats are a weak market with sellers at \$48 owing to the fall in the output to 8,715 tons.

Docks Wharves and Godowns.—Hongkong Docks have depreciated from \$92 buyers to 89½ buyers, and at the latter figure a good business has been transacted. Shanghai Docks have maintained last week's level at Tls. 60. New Amoy Docks are wanted at \$81. Kowloon Wharves have experienced a further rise from 39½ to 96½ buyers. Hongkong Wharves are quoted from Shanghai at Tls. 113.

Land, Hotels and Buildings.—Hongkong Lands have further appreciated from 113½ to 116 buyers and at the latter figure sales have taken place. Kowloon Land are in demand at \$40. West Points have changed hands at 74½ and Humphreys Estates at 9. Hongkong Hotels are still sought after at \$124 and \$30.

Cotton Mills.—Hongkong Cottons have been bought at various rates from 9½ to 9½ and at the latter figure more shares could probably be placed. We have received the following quotations from Shanghai by cable to-day:

Tls.	
Ewo's	136
Shanghai Cottons	126
Laou Kong Mows	100
Kung Yiks	134
Miscellaneous:	
Buyers of Electrics at \$41, China	
Bornes at 104, Dairy Farms at 26,	
Green Island Cements at 72,	
Ropes at 21½, Steam Laundries at	
4½, Wm. Powells at 10½ and	
Hongkong Electric Trams at 7½,	
Loes at 183, A. S. Watsons at \$8	
and Steam Fisheries at 3½-2.	
Quotations received from Shanghai	
by cable to-day:	
Banks	\$81½ Middle
Indos	\$9½
Shells	\$5½
Tronohs	\$218½
Mexican Eagles	\$119½
Ural Caspians	\$22½
Pahang	
Consolidated	9/3

Indian Enactments. The "Times" understands that Lord Crewe intends to propose to Parliament the consolidation of the enactments relating to the Government of India. The main object is to rid the statute book of confusion and obsolete phraseology in reference to India. Sir John Macpherson and Mr. F. G. Wiggley are at present engaged at the India Office in drafting the measure which, however, is not likely to be completed before the autumn.

## DAIRY FARM NEWS.

## FRESH MILK

No careful mother can afford to use any but

Pure Fresh Cow's Milk.

Baby's health is of greater moment than the few cents saved in using Tinned or other preserved milk. The Dairy Farm Milk is Pure and Fresh and contains no preservatives of any kind.

"Dairy Farm Milk" means:—  
Good, Clean & Wholesome Milk.

## INDIAN'S SUIT.

At the Summary Court, this morning, Mr. Justice Kemp, the Puisne Judge, heard the case in which Sadah Singh, a watchman, sued P. T. Yun, of the Sanitary Department, to recover the sum of \$75.60, money lent and interest under a promissory note. The plaintiff appeared in person, and Mr. J. H. Gardiner appeared for the defence. The defence was that the whole transaction was illegal, as it was carried through at a place other than the plaintiff's registered address. His Lordship found for the plaintiff.

## BISHOP BRENT.

Travels as a Steerage Passenger.

New York, June 1.—Passengers arriving to-day on board the steamship Caronia, after a rough voyage from Liverpool, included Charles H. Brent, Episcopal bishop in the Philippines, who travelled in the steerage. Bishop Brent has spent the last 12 years in the island. He came here by way of the trans-Siberian railway, stopping two weeks in England.

The steerage is the proper place for a bishop, he said. "I am one of the people, and I found them there. I never had a more enjoyable experience. If the passengers I met are fair specimens of future citizens, then America may welcome them with open arms."

The bishop left for Washington this afternoon. The Philippines, he said, were not excited over the attitude of Japan, and did not expect trouble. "San Francisco Call."

## A DAMAGED SHIP.

Was there Delay in Reporting?

This morning at the Marine Magistrate's Court before Commander Basil Taylor, R.N., Mr. E. Jones, Assistant Harbour Master, charged Captain Weatherhead of the s.s. Shin On, with failing to report damage to his ship, within 24 hours after the occurrence of the same, or as soon thereafter as possible, to the Harbour Master of the Colony. Mr. Reader Harris, of Messrs Wilkinson and Grist, appeared for the defence.

Mr. Jones said the defendant brought him his log book for endorsement on July 3rd, showing damage to the port propeller. He received no written report of the occurrence. The defendant, who said the accident happened on July 3rd, urged that he reported at the earliest opportunity, the 1st inst. being a holiday. A caution was administered.

MR BANDMANN  
INDISPOSED

We are informed that Mr. Maurice E. Bandmann, merely passed through Hong Kong on the Devanha and did not come ashore. Mr. Bandmann is suffering from fever and has gone on with the Devanha en route for England. His many friends in Hong Kong will wish him a speedy recovery.

EUROPEAN CONSTABLE  
INJURED.

The Fire Brigade was yesterday summoned to a chimney fire which occurred at 17 Chiu Lung Street, in the central district. When they arrived, however, they found that their services were not required as the outbreak had been extinguished by Constable Hunt and the inmates.

On leaving the premises after the fire Constable Hunt had the misfortune to fall down stairs, sustaining injuries which necessitated his removal to hospital.

## OVRE-STATED.

Former Hongkong Man Contradicts Report of His Death.

Mr. Percy Adams, formerly of the Hongkong Naval Yard, is alive and well. The fact would not have been recorded were it not for the circumstances that, on May 15 last, a local contemporary announced that, "News has reached the Colony of the death of Mr. Percy Adams." It further said that, "Deceased who succumbed to an attack of pneumonia was well known in local sporting circles."

Mr. Adams writes from 87 Sarsfield Road, Balham, on June 13, to a friend in Hong Kong, and the tone of his letter shows that he is very much alive. "My life," he says, "seems to consist of a series of shocks." Not only had the report of his death appeared locally, but his employer had shown him the report, under China News, in the "Naval and Military Record." How it got to Hong Kong is a mystery to him. Still, Mr. Adams can console himself with the reflection that it is not given to every man thus cheerfully to surprise his friends.

## DIED OF CHOLERA.

Leading Japanese Doctor's Death.

Dr. K. Yonomoto the leading Japanese doctor in Hong Kong, died of cholera last night at 9.30, after only a few hours illness.

Dr. Yonomoto had been a resident of the Colony for nearly four years.

CANTON NEW  
GOVERNOR'S.

Mr. Chan Kwing Ming, the new Governor of Canton, yesterday entered upon his duties, and will for the present combine the offices of Military Governor and Civil Administrator.

Today's  
Advertisements  
WANTED.

WANTED.—In a mercantile office a non-Chinese Clerk (Indian preferred), who is conversant with the Cantonese colloquial and acquainted with Fire and Marine Insurance work. Apply, stating particulars, to X.Z.Y. c/o Office of this Paper.

## WANTED.

WANTED.—Positions vacant for Experienced Ship Draughtsman, Machine Shop Foreman, and Harbour Engineer Foreman at Northern Port. Applications addressed Box 129, stating experience and salary expected, will be treated in confidence.

## LOST.

LOST.—last week, a Bunch of Keys; please return office of this paper. Reward.

## MACKINTOSH

&amp; CO., LTD.

"MEN'S WEAR SPECIALISTS,"

(TELEPHONE No. 29.)



"VIYELLA"  
SHIRTS  
AND  
PYJAMAS.



VIYELLA FLANNEL is so finished that it CANNOT SHRINK, and it is soft, durable and of beautiful appearance.

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New Delivery of Washing  
Materials For Dresses.

EXCELLENT VALUE

50 CENTS PER YARD.

SEE WINDOWS FOR SPECIAL DISPLAY OF  
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DRESSING JACKETS

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SILK AND COTTON

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VARIOUS DESIGNS AND COLOURS.

MEHTA & CO.

SILK MERCHANTS.

HONGKONG HOTEL BUILDINGS.

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TROPICAL SHIRTS

THE FABRIC is of superfine quality cotton of a particular soft finish and is specially woven with a view to durability.

THE COLOURS are absolutely fast and retain their freshness after repeated visits to the laundry.

THE BUTTONHOLES are hand-made.

THE SLEEVES are fashioned coat shape.

STIFF AND DOUBLE CUFF  
FROM \$2.75 to \$4.00

## D. &amp; J. McCALLUM'S

"PERFECTION"  
SCOTCH

Embraces

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Qualities

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Perfect

Whisky.

Mellow

like

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Liqueur.

"WORTH HAVING."

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## Shipping INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For Steamship On

Kobe & Moji... FOOSHING... Sun, 6th July, at daylight.

SHANGHAI via S'ow... HANGSANG... Sun, 6th July, at daylight.

SANDAKAN... MAUSANG... Tues, 8th July, at daylight.

TIENTSIN... CHIPSHING... Tues, 8th July, at noon.

S'PORE, Penang & C'outta. FOOKSANG... Thurs, 10th July, at 2 p.m.

MANILA... YUENSANG... Sat, 12th July, at 2 p.m.

S'PORE, Penang & C'outta. LAISANG... Tuesday, 15th July 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choyang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze.

Ports, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.

Telephone No. 215. General Managers. [8]

## THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.  
Subject to change without Notice.

"Shire" Line Service.—Homeward.

For Steamers. Date of Sailing.

LONDON & ANTWERP... FLINTSHIRE... About 17th July.

LONDON, HULL/LEITH... MONMOUTHSHIRE... 3rd August.

New Trans-Pacific "Shire" & "Glen" Joint Service.

V'COUVER, SEATTLE... VESTALIA... About 5th July.

TACOMA & PLAND... DEN OF RUTHVEN... 27th July.

V'ORIA V'COUVER STE... DEN OF CROMBIE... 8th Aug.

TACOMA & PLAND... DEN OF CROMBIE... 8th Aug.

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.

AGENTS. [94]

## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN  
YOKOHAMA, KOBE, HONGKONG AND RANGOON.

WESTWARD.

The S.S. "ITOLA," 5257 tons gross, Capt. W. W. Tucker, will be despatched for SINGAPORE, PENANG & RANGOON on the 15th July at daylight taking cargo and passengers at current rates.

EASTWARD.

The S.S. "VADALA," 3334 tons gross, Capt. C. G. Cocklin, will be despatched for YOKOHAMA, KOBE & MOJI on the 10th July at noon, taking cargo at current rates.

For Freight and Passage, apply to JARDINE, MATHESON & CO., LTD.

AGENTS. [1]

Telephone No. 215.  
Hongkong, 4th July, 1913.

## THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.

### TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,  
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STRUCTIONAL, ELECTRICAL & MECHANICAL  
ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships,  
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of  
Engineering, Iron and Wood Work.

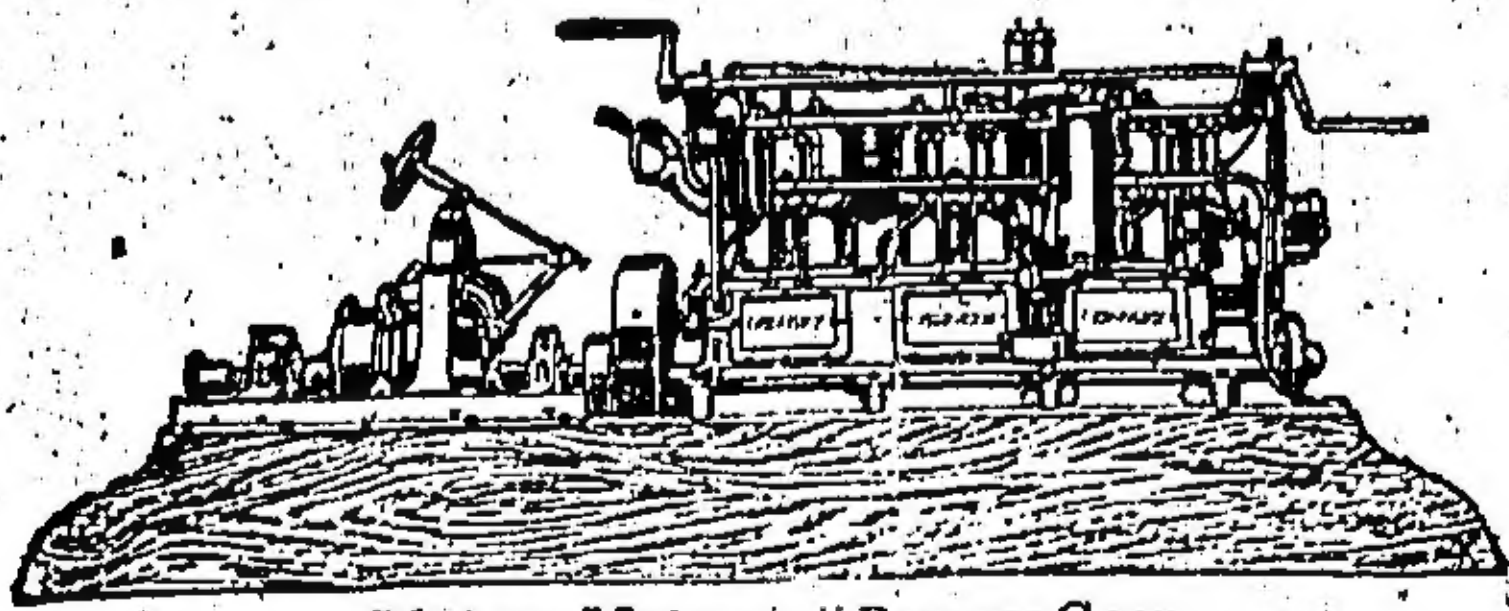
GRAVING DOCK 787' x 88' x 34'6"  
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons  
displacement, providing conditions for painting ships with most  
efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-  
HEAD CRANES throughout the Shops, ranging up to 100 Tons.  
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,  
Rivets, etc.

AGENTS for:—  
JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to  
150 H.P.  
As supplied to the British Admiralty & War Office.



0.6 type Motor and Reverse Gear.  
B.H.P. Paraffin 7, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-  
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE  
CRAFT OF EVERY DESCRIPTION.  
MOTOR PUMPING & LIGHTING SETS, MOTOR  
VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of  
11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN, AGENTS.

Telephone Address:—"TAIKOODOCK."

TELEPHONE No. 122.

## VESSELS TAKING CARGO.

### European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Flintshire	J. M. & Co.	15 July
do do	Monmouthshire	J. M. & Co.	3 August
London & Antwerp via Singapore, &c.	Sunda	P. & O. Co.	9 July about
Havre, London & Antwerp	Glenstrae	S. T. & Co.	18 July about
Marseilles &c.	Atlantique	M. M. Co.	15 July
do	Ernest Simons	M. M. Co.	29 July
Dunkirk and Hamburg &c.	Birkenfels	H. A. L.	7 July
Marseilles, Rotterdam and Hamburg	Altmark	H. A. L.	29 July
Havre & Hamburg	Goldenfels	H. A. L.	20 July
Trieste via Singapore, Penang, Colombo, &c.	Koerber	S. W. & Co.	15 July
Naples, Genoa, Algiers, Gibraltar, S'ow,	Derflinger	M. & Co.	9 July

### New York, San Francisco and Canada.

Boston & New York via Ports & Suez Canal	Indrasamba	S. T. & Co.	14 July
Mexican, Peruvian and Chili Ports via Japan	Kiyo Maru	T. K. K.	5 August
San Francisco via Keelung & Japan &c.	Shinyo Maru	T. K. K.	12 July
Victoria, B.C., & Tacoma via Keelung, &c.	Seattle Maru	O. S. K.	10 July
Vancouver via Shanghai and Japan, &c.	E. of Russia	O. P. R. Co.	16 July
Vancouver, Portland, &c.	Den of Ruthven	J. M. & Co.	27 July

### Australia.

Australian Ports via Manila	Eastern	G. L. & Co.	19 July
do do	Coblenz	M. & Co.	12 July
do do	Inaba Maru	N. Y. K.	30 July
do do	Taiyuan	B. & S.	18 July
do do	Changsha	B. & S.	25 August

### Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroem	J. C. J. L.	Quick despatch
do do do	Tjimahi	J. C. J. L.	Quick despatch
Japan	Tjilwong	J. C. J. L.	Quick despatch
do	Tjimaneok	J. C. J. L.	Quick despatch
do	Amazone	M. M. Co.	14 July
do	Australien	M. M. Co.	27 July
Kobe	P. Sigismund	M. & Co.	22 July, about
Kobe & Yokohama	Vadala	J. M. & Co.	10 July
do do	Miyasaka Maru	N. Y. K.	17 July
Shanghai, Kobe & Yokohama	Kanagawa Maru	N. Y. K.	7 July
Yokohama and Kobe via Shanghai	Vorwaerts	S. W. & Co.	31 July, about
Yokohama, Kobe and Moji	Fooshing	S. W. & Co.	5 July
Nagasaki, Kobe & Yokohama	Ikkō Maru	N. Y. K.	30 July
Moji, Kobe and Yokohama	Luzon Maru	O. S. K.	18 July
Manila	Yuensang	S. T. & Co.	12 July
Manila, Mangarin, Iloilo and Cebu	Zafiro	S. T. & Co.	18 July
Weihaiwei and Tientsin	Huichow	B. & S.	15 July
Shanghai, Kobe & Moji	Arratoon Apar.	D. E. & Co.	8 July
Singapore, Penang, and Rangoon	Itola	J. M. & Co.	14 July
Singapore, Penang, & Calcutta	Fooksang	J. M. & Co.	10 July
do do	Laisang	J. M. & Co.	15 July
Shanghai and Japan	Silesia	H. A. L.	20 July
do do	Belgravia	H. A. L.	30 July
Swatow	Haimun	D. L. & Co.	8 July
Swatow, Amoy & Foochow	Haitan	D. L. & Co.	8 July
do do	Haiyang	D. L. & Co.	11 July
Shanghai, Moji, Kobe & Yokohama	Namur	P. & O.	12 July, about
do do do	Shinyo Maru	N. Y. K.	18 July
Tamsui via Swatow and Amoy	Daijin Maru	O. S. K.	6 July
Anping and Takao via Swatow and Amoy	Sosha Maru	O. S. K.	9 July
Foochow via Swatow and Amoy	Kaijo Maru	O. S. K.	18 July
Shanghai, Nagasaki, Kobe and Yokohama	Yorok	M. & Co.	9 July, about
Shanghai, Tientsin, Kobe and Yokohama	Tjilatjap	J. C. J. L.	Quick despatch
Shanghai	Tjibodas	J. C. J. L.	Quick despatch
do	Tjikini	J. C. J. L.	Quick despatch
do	Bohemis	S. W. & Co.	1 August
do	Assaye	P. & O.	17 July about
do	Hangsang	J. M. & Co.	6 July
do	Anhui	B. & S.	10 July
Tientsin	Chipsing	J. M. & Co.	8 July
Sandakan	Mausang	J. M. & Co.	8 July
Kudat and Sandakan	Borneo	M. & Co.	End of July

## MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO  
DEPART TO-MORROW.

For Vessels.

Swatow, Haimun.

Swatow, Daijin Maru.

DEPART ON MONDAY.

Macao, Sui Tai.

Shanghai, A. Apcar.

Sandakan, Mausang.

VESSELS ADVERTISED TO  
ARRIVE TO-MORROW.

From Vessels.

Kobe, Y'hama Maru.

Calcutta, K'agawa Maru.

Tientsin, Birkenfels.

Shimonoseki, Laisang.

ARRIVE ON MONDAY.

Singapore, Japan.

### AMERICAN MAIL.

The P. M. s.s. Siberia carrying the United States Mail, left Yokohama on Monday, June 30th between 2 and 4 p.m. for Hongkong, via Kobe, Nagasaki and Shanghai.

### CANADIAN MAIL.

The C. P. R. s.s. Empress of Russia left Nagasaki on the 3rd July at 6 p.m. and was due to arrive Shanghai on the 4th July at midnight.

### GERMAN MAIL.

The I. G. M. s.s. Yorok carrying the German Mails with dates from Berlin of the 11th of June left Colombo on the 28th of June and may be expected here on or about the 9th of July.

### MERCHANT STEAMERS.

The T.K.K. s.s. Kiyo Maru from Manzanillo is due in Hongkong on the 20th July.

The s.s. Glenroy passed the Suez Canal on 6th ult., for Hongkong via Straits.

The American and Manchurian Line s.s. Kansas passed the Suez Canal on the 17th ult., for Hongkong direct.

The N. Y. K. s.s. Yokohama Maru (American Line) left Kobe for this port via ports on the 27th June, and is expected here on the 6th July.

The N. Y. K. s.s. Sanuki Maru (American Line) left Seattle for this port via ports on the 17th June, and is expected here on the 10th July.

The N. Y. K. s.s. Kanagawa Maru (Calcutta Line) left Calcutta for this port via ports on the 17th June, and is expected here on the 6th July.

The Barber Line s.s. Satsuma, from New York, left Singapore on the 29th June, and is due here on or about the 5th July.

The P. & O. s.s. Nankin is expected to arrive Colombo on the 9th July, at noon.

The Hansa s.s. Birkenfels left Tientsin on the 30th ult., a.m., and may be expected here on or about the 6th inst., a.m.

The N. Y. K. s.s. Kirin Maru (Calcutta Line) left Calcutta for this port via ports on the 28th June and is expected here on the 18th July.

The P. & O. chartered s.s. Benares is expected to arrive at Hongkong about the 15th inst.

The N.Y.K. s.s. Miyazaki Maru (European Line) left Colombo for this port via Singapore on the 3rd inst., and is expected here on the 16th inst.

The N. Y. K. s.s. Kaga Maru (European Line) left Yokohama for this port via ports on the 2nd inst., and is expected here on the 4th inst.

The N. Y. K. s.s. Nikko Maru (Australian Line) left Melbourne for this port via ports on the 2nd inst., and is expected here on the 28th inst.

The N.Y.K. s.s. Tamba Maru (American Line) which left here on the 3rd June arrived at Seattle 3rd July.

The N. Y. K. s.s. Shidzuoka Maru (American Line) left Seattle for this port via ports on the 1st inst., and is expected here on the 3rd August.

The N. Y. K. s.s. Kirin Maru (Calcutta Line) left Calcutta for this port via ports on the 29th June and is expected here on the 18th July.

The N. Y. K. s.s. Hakata Maru (Calcutta Line) left Kobe for this port on the 4th inst., and is expected here on the 11th inst.

The N.Y.K. s.s. Rangoon Maru (Bombay Line) left Moji for this port on the 3rd inst., and is expected here on the 8th inst.

The s.s. Japan from Calcutta left Singapore on the 2nd inst., and may be expected here on or about the 7th inst., a.m.

The U. P. R. s.s. Montague left Yokohama on the 2nd July at 2 p.m.

## THE AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS  
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
TAIYUAN	12th July.	16th July.
CHANGSHA	20th August.	25th August.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire

Telephone No. 83.

Agents.

## BRITISH INDIA S. N. CO., LTD.

### APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

### EASTWARD.

S.S. "ARRATOON APOAR," 4,450 tons, Capt. W. Walker, will be despatched for SHANGHAI, KOBE & MOJI on 8th July.

S.S. "JAPAN," 6,013 tons, Capt. Seiden, will be despatched to KOBE and MOJI (Yokohama if sufficient inducement offers) on 12th July.

### WESTWARD.

S.S. "JELUNGA," 5,206 tons, Capt. Sullivan, will be despatched for SINGAPORE, PENANG & CALCUTTA on 26th July.

S.S. "ARRATOON APOAR," 4,450 tons, Capt. W. Walker, will be despatched as above on 2nd August.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, July 5th, 1913.

Agents

### Russian Volunteer Fleet.

Next sailings from Hongkong:—  
To VLADIVOSTOCK via NAGASAKI ... The S.S. "YAROSLAV" 4494 R.T. Commander L. Alexeeff, ABOUT 23rd day of July 1913.

To ODESSA via ports ... The S.S. "VORONEJ" 5616 R.T. Commander Bakanoff, ABOUT 24th day of July 1913.

The exact dates of sailing for both the vessels will be published after receipt of telegrams from the last ports of call.

For Freight, Passage and further particulars please apply to

Capt. D. A. LUKHMANOFF,

Agent

Hotel Mansions, 3rd Floor.

Rooms Nos 12A & 12B.

Telephone No. 1224.

Hongkong, 27th June, 1913.

## BOLINDERS CRUDE-

## OIL MOTORS.

THE MOST SUCCESSFUL MOTOR.

"The Marine Motors are direct Reversible."

## ULDERUP & SCHLUTER.

HONGKONG,

21, CONNAUGHT ROAD CENTRAL.



## HOTEL LISTS.

## Hongkong Hotel.

Anderson, Major Kabel, E. S.  
W. H. Kadoorie, Ellis  
Aaron, J. M. Kruseman, A.  
Arbini, A. P. Kerby, G.  
Bandmann, M. Knight Mr. and  
E. Mrs. W. B.  
Basack, A. Looman, F.  
Barberini, E. T. Lloyd, G. T.  
Baring, M. Lobb, Dr. E. L.  
Baring, Miss L. M.  
Bate, E. R. MacIntyre, Mr.  
Bellios, Mrs. E. and Mrs. Neil  
R.  
Bena, G. A. Melville, R. L.  
Bloodour, N. A. Merton, G.  
Brown, C. Mason, C. Farer  
Brown, R. brother  
Curtis, Mrs. A. D. Matheson, Miss  
Cambridge, A. J. M.  
Claxton, A. A. Matheson, Mrs.  
Coneck, A. S. A. R. T.  
Cowen, Mrs. W. McKean, Dr. G.  
F.  
Crocker, Miss F. McKenny, Dr.  
Culver, L. C. C. W. & Mrs.  
Davis, C. H. Mehtu, B. K.  
Darteano, Mr. & Mrs. H. N.  
Mrs. & 2 child. Moulder, A. B.  
Dewar, J. Mulder, J. D. F.  
Douglas, Mr. & Mrs. R. H. G.  
Dowley, W. A. Ormiston, J.  
Dresbach, G. Raymond, Mr.  
Fairchild, G. H. & Mrs. H. D.  
Fisher, H. G. Ray, E. H.  
Fischer, W. E. Robinson, W.  
Garrow, H. V.  
Gears, Mr. and Mrs. Miss  
Mrs. I. H. Reay, Miss  
Gillespie, Dr. J. Rudder, F. P.  
M. Stonewall Bond.  
Glen, Miss M. Sibley, J. C.  
Gordon, A. G. Singer, E. T.  
Goulbourn, V. Smith, Mr. and  
Gottlieb, Mrs. N. Mrs. E. E.  
Gourgey, I. Sorby, V.  
Grimeshaw, R. J. Spiro, S.  
Grisogono, P. O. Square, Miss.  
Von. Tapp, J. R.  
Henry, H. J. M. Thompson, L.  
Hanafin, M. B. N.  
Hanna, Dr. J. G. Webb, Mr. and  
Harbord, W. T. Mrs. B.  
Hewett, Pon. Mr. Weidner, W. E.  
E. A. O. M. G. White, F. W.  
Hill, Miss M. White, H. P.  
Hunt, E. B. K. Wood, G. G.  
Innes, Capt. R. Walker, Capt.  
Judah, Mrs. A. H. A.  
N. E. Yeaddell, S. P.

Grand Hotel.  
Balesky, J. Lewington,  
Becke, G. Capt. J. S.  
Bjoim, M. Lodge, Mrs. P.  
Brothers, E. L. Lorrie, F.  
Brown, Dr. Mahoney, J.  
Brown, Mrs. P. Monroe, Mr. &  
Crawford, Mr. & Mrs. P.  
Mrs. W. N.  
Crew, Mr. and Officer, H.  
Mrs. A. B. Pfeiffer  
Epperson, Mr. & Poccoo  
Mrs. Rbrun, Mr. and  
English, J. R. Mrs.  
Fensler, G. W. Ruckman, Mr.  
Foreest, J. D. & Mrs.  
Franck, C. Ruckman, Miss  
Gibson, E. J. Waern  
Green, G. M. Warner, D. M.  
Jeffery Weismann, C.  
Kennedy, J. G. Steft, E.  
Key, Dr. Zerega, Chinita  
Lesle, Mr. and Miss  
Mrs.

Oraigeburn.  
Caldwell, Mr. McCaig, J.  
Caldwell, Miss Reynaud, Ma  
Carpenter, Mr. dame & mon  
and Mrs. sieur  
Cornell, W. A. Smith, Mrs. G.  
Kydd, Mr. and Smith, E. G.  
Mrs. Wood, E. M.  
Galbraith, V.  
M.

## Consignee

## FROM EUROPE.

## THE H. A. L. Steamship

## "PREUSSEN"

Captain Bahr, having arrived.

Consignees of Cargo are hereby informed

that their goods are being landed and

placed at their risk in the hazardous

and/or extra-hazardous Godowns of the

Hongkong & Kowloon Wharf and

Godown Company, Limited, whence

delivery may be obtained against Bill

of Lading countersigned by the Under-

signed.

Optional Cargo will be carried on

unless notice to the contrary be given

to-day.

All claims must be presented within 10

days of the steamer's arrival here, after

which date they cannot be recognised.

No claims will be admitted after the

goods have left the Godowns, and all

goods remaining undelivered after the

10th inst., will be subject to rent.

All broken, chafed, and damaged

goods must be left in the Godowns,

where they will be examined on the 10th

inst. at 9.30 a.m.

No Fire Insurance will be effected by

us in any case whatever.

This steamer brings on Cargo:—

Ex s.s. "Corn's Peak Frigate"

from Abus

"Kong Sigurd" from

Sarpsborg

from

Holmstrand

"Jo'o" from Drammen

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 4th July, 1913. [388]

## Consignees

## TOYO KISEN KAISHA.

FROM SAN FRANCISCO, via  
HONOLULU, JAPAN PORTS,  
AND MANILA.

## THE Steamship

## "SHINYO MARU."

having arrived. Consignees of Cargo are

herby notified to send in their Bills of

Lading for examination, and to

take immediate delivery of Cargo from

alongside.

Cargo remaining undelivered on July

5th at 5 p.m. will be landed at Con-

signee's risk and expense and delivery

must then be taken from the Company's

Godown.

No Fire Insurance whatever will be

effect d.

No claim will be recognised after the

Goods have left the Godown, and all

Goods remaining undelivered on July

10th at 5 p.m. in the afternoon, will be

subject to rent and landing charges.

All chafed and otherwise damaged

Cargo to be left in the Godown,

and examination of same to be held on

July 14th at 10 a.m.

All Claims must be filed on or before

July 19th, otherwise they will not be

recognised.

S. MORIMOTO,

Agent.

Hongkong, 3rd June, 1913. [398]

## "SHIRE" LINE OF

## STEAMERS, LIMITED.

## NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO

and STRAITS.

## THE Steamship

## "VESTALIA."

having arrived from the above Ports.

Consignees of cargo by her are hereby

informed that all goods are being land-

ed at their risk into the hazardous and

or extra hazardous Godowns of the

Hongkong Kowloon Wharf and God-

own Company, Limited, whence, and/or

from the wharves, delivery may be

obtained.

Goods not cleared by the 9th inst.

at 5 p.m. will be subject to rent.

All broken, chafed and damaged

packages are to be left in the Godowns

where they will be examined on 9th inst.

at 9.30 a.m. Claims against the steam-

er must be presented within 10 days

of arrival otherwise they will not be

recognised.

No Fire Insurance will be effected

in any case whatever.

Bills of Lading will be countersigned

by

JARDINE, MATHESON &

CO., LTD.

Agents.

Hongkong, 3rd July, 1913. [378]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LEITH

LONDON AND STRAITS.

## S.S. "BENDORAN"

CONSIGNEES of Cargo are hereby

informed that all goods are being

landed at their risk into the hazardous

and/or extra hazardous Godowns of the

Hongkong & Kowloon Wharf and

Godown Co., Ltd., whence and/or from

the wharves delivery may be obtained.

No Claims will be admitted after the

Goods have left the Godowns, and all

Goods remaining undelivered after the

9th inst., will be subject to rent.

All Claims against the Steamer must

be presented to the Undersigned on or

before the 16th inst., or they will not

be recognised.

All broken, chafed, and damaged

Goods are to be left in the Godowns,

where they will be examined on the 9th

inst. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned

by

GIBB, LIVINGSTON & CO

Agents.

Hongkong, 2nd July, 1913. [438]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG

& SINGAPORE.

## THE Steamship

## "ARRATOON APOAR."

having arrived from the above ports,

consignees of cargo are hereby informed

that their goods will be delivered from

alongside.

Cargo impeding the discharge will

be landed at once, at consignee's risk

and expense.

Cargo remaining on board after 1 p.m.

of the 5th inst., will be landed at con-

signee's risk and expense.

Consignees of Cargo from Singapore

are requested to take IMMEDIATE

delivery of their goods from

alongside, such cargo impeding the

discharge of the Vessel will be landed

and stored at consignee's risk and ex-

pense.

No Fire Insurance will be effected.


Bills of Lading will be countersigned

by the undersigned.

DAVID SASSOON & CO., LTD.

Agents.

Hongkong, 8th July, 1913. [437]



**Afrido Soap**

For all kinds of skin diseases, eruptions, Bad complexion, Swelling and Inflammation.

**Frickly Heat**  
the best preventive or cure is  
**Bayer's Afrido Soap**

## Consignees

INDO-CHINA STEAM NAVI-  
GATION COMPANY, LTD

FROM CALCUTTA, PENANG  
and SINGAPORE.

## THE Company's Steamship

## "FOO HING"

having arrived from the above Ports

Consignees of cargo by her are hereby

informed that their goods will be

delivered from alongside.

Cargo impeding the discharge or re-

loading on board after 4 p.m. the 8th

inst., will be landed at Consignee's risk

and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned

by

JARDINE, MATHESON

& CO., LTD.

General Agents.

Hongkong, 2nd July, 1913. [258]

## To Sail

AMERICAN ASIATIC S.S. CO.

Hongkong--Boston  
& New York.



FOR BOSTON & NEW YORK via

PORTS & SUEZ CANAL.

(With liberty to call at the Malabar

Coast.)

S.S. "INDRISAM" on or about

14th July.

For freight and further information,

apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, June, 22nd 1913. [346]

FOR SHANGHAI, KOBE  
AND MOJI.

## THE Steamship

## "ARRATOON APOAR."

Capt. W. Walker, will be despatched

for the above ports on MONDAY,

the 7th inst., at 4 p.m.

The Steamer has superior accommo-

dation for passengers, is installed

throughout with Electric Light and

carries a duly certified doctor.

Return Tickets to Japan

Return Tickets are available by the

Indo-China Steam Navigation Co.'s

Steamers. Fare for round trip \$120.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD

Agents.

Hongkong, 2nd July, 1913. [393]

## To Sail

Regular Steamship Service

With Liberty to call at the

Malabar Coast.

Proposed Sailing From Hongkong.

FOR NEW YORK.

S.S. "WRAY" on or about

5th July.

S.S. "CASTLE" on or about

29th July.

For Freight and further information,

apply to

DODWELL & CO., LTD

Agents.

Hongkong, 25th June, 1913. [892]

## Notice

## FLIES

## ODORS

## GERMS

## THIS IS THE WEATHER

when you are troubled with flies

and odors and when disease

germs are active.

## the Powerful Disinfectant

will rid you of the nuisances and

protect you from the germs. CN

is over five times as efficient as

carbolic acid, yet absolutely safe.

Use CN in the kitchen, the

cellar, the bathroom, the living

room—everywhere about the

house—wherever dirt



## COMMERCIAL.

## Eastern Bankers' Meeting.

A meeting of Eastern bankers and merchants, presided over by Lord Cromer, was held at the board room of the Chartered Bank of India, Australia and China on the afternoon of 5th ult. to consider the organisation of Oriental studies in London. It will be remembered that resulting from the report of the Committee appointed in 1906, a Departmental Committee, with Lord Cromer as chairman, was nominated by the Secretary of State for India in 1910 to formulate in detail an organised scheme for the institution in London of a school of Oriental Languages upon the lines recommended in the report of Lord Reay's committee of 1909. As a result of this latter committee's proposals, the site and buildings of the London institution in Finsbury Circus have, by Act of Parliament, been transferred from the London Institution for the purposes of the School of Oriental Studies, when established. Further, the Government have promised a grant of £4,000 per annum to the new school, and a sum of £25,000 to be expended on adapting the buildings. The estimated cost of the teaching staff of the school is £10,000 per annum. Lord Cromer, Sir Montagu Turner, Mr. Soaramanga, Sir Walter Hillier, and Mr. P. J. Hartog, secretary of the committee, having addressed the meeting, it was decided to form a committee to take the necessary steps towards securing the end in view, and of working in conjunction with the London Chamber of Commerce, which body, it was believed, was willing to assist. As members of the Committee, Sir Montagu Turner, Mr. Soaramanga, and Sir Walter Hillier were named, and it was decided to ask both the China Association and the Straits Association to nominate a representative as well as the London Chamber of Commerce. The object of the committee will be to prepare and work up a case for presentation at a Parlor Meeting at the Mansion House, that it is hoped the Lord Mayor will permit, with the view of securing the desired donations or subscriptions.

## Public Companies

## THE "STAR" FERRY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN THAT AN EXTRA-ORDINARY GENERAL MEETING of the "STAR" FERRY COMPANY, LIMITED, will be held at the Offices of Messrs. Jardine Matheson & Co., Ltd., Pedder Street, Hongkong, on WEDNESDAY, 16th July, 1913, at 12.30 o'clock in the afternoon, when the subjoined resolutions will be proposed:

- That the Capital of the Company be increased from £100,000 to £150,000 by the creation of 10,000 new shares of 15s each.
- That the Directors be and they are hereby authorised to distribute £100,000 from the Reserve Fund amongst the persons who are registered as shareholders of the Company on such date as the Directors may decide by way of bonus in proportion to the number of shares held by them on such date, mentioned date, and that such bonus be payable on such date as the Directors may appoint.
- Where such distribution would involve the payment of a fraction of a cent such fraction shall be ignored.
- That the Directors may be authorised to offer to every person registered as a shareholder on such date as the Directors may decide one new share of the Company for every complete three old shares held by him on which all calls to the above condition as to fractions shall in nominal amount of such bonus be paid to him for every complete three old shares held by him under the law preceding clause and that the nominal amount of such new share be paid to the Company on or before such date as the Directors shall appoint such new share to participate in the first dividend declared after the issue thereof and pass with the existing shares.
- That the offer of the new shares as referred to in resolution (2) must be accepted on or before such date as the Directors shall appoint.
- That no shareholder shall be entitled to an offer of any fraction of a new share in respect of an old share held by him.
- That the Directors be authorised to dispose of any new shares offered to a shareholder and declined or not accepted within such time as the Directors may appoint and of any surplus new shares to such persons upon such terms and conditions and at such time as the Directors think fit.

By Order,  
W. S. BROWN,  
Acting Secretary,  
Hongkong, 1st July, 1913. [453]

## Notice

**MARTIN'S**  
**APIOL STEEL**  
**AND IRON PILLS**  
A French Remedy for all Irregularities, Complaints of the Liver, Stomach, and Bowels, and all other ailments of the Digestive System. It is a purely vegetable preparation, and is entirely free from any harmful or dangerous ingredients. It is sold in all the principal Pharmacies and Chemists, and is also sold by the Proprietor, M. J. Martin, at 10, Rue de la Harpe, Paris.

## Entertainments

## VICTORIA THEATRE.

9.15 To-Night To-Night 9.15

## THE GREAT SPECTACULAR FILM

"The Miracle" "The Miracle"  
(4,000 feet).

THE POPULAR ARTISTES

"OLGA MONTES"

AND

"KITTY RAYNOR"

IN LATEST SONGS &amp; DANCES

## BIJOU SCENIC THEATRE.

COMPLETE CHANGE OF PROGRAMME

"THE BLOOD FUED"

(A FINELY DRAMATIC FILM).

"LA GRANJA"

(A MAGNIFICENT COLOURED FILM)

OTHER GREAT NEW PICTURES.

HAVE YOU SEEN

MISS CHINITA ZEREGA.

The World-renowned Classical Dancer who has performed before the Crowned Heads of Europe?

THIS EVENING AT 9.15 P.M.

## Public Companies

## THE CHINESE ENGINEERING &amp; MINING COMPANY, LIMITED.

6% FIRST MORTGAGE DEBENTURES.

(KAILAN BONDS).

PAYMENT OF THE HALF-YEARLY INTEREST due on 1st July 1913 will be made on presentation of COUPON No. 2 of any of the undermentioned Bonds, viz:

Hongkong and Shanghai Banking Corporation, Chartered Bank of India, Australia &amp; China, Russo-Asiatic Bank, Yokohama Specie Bank, Ltd., Deutsch-Asiatische Bank and Banque Belge Four'Etranger.

The Interest, less Income Tax at 1s. 2d. in the £, will be: On 420 Bonds, 12s. 0d. Less Tax @ 1/2d. in the £ 8.4d.

Nett amount payable 11s. 3.6d.

On £100 Bonds, Per Coupon (Gross) £ 3.0s. 0d. Less Tax @ 1/2d. in the £ 3s. 6d.

Nett amount payable £2.16s. 6d.

On £50 Bonds, Per Coupon (Gross) £ 1.5s. 0d. Less Tax @ 1/2d. in the £ 17s. 6d.

Nett amount payable £14.2s. 6d.

Payment will be made in Taels at the Demand Buying rate of exchange of the day the Coupon is presented.

By Order,  
THE KAILAN MINING ADMINISTRATION,  
W. S. NATHAN,  
General Manager.

## Notices

## NOTICE

MR. ILTYD H. GEARE has this day been given a General Power of Attorney by me, and will look after the interests of the Vacuum Oil Company during my absence.

W. A. DOWLEY,  
General Manager,  
Hongkong, 2nd July, 1913. [397]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES &amp; CO.

General Managers.

Hongkong, 16th August, 1901

## Banks

## INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York.

London Office: 55, Bishopsgate, E.C.

BRANCHES:—

Bombay, Calcutta, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

Capital and Reserve: \$100,000,000 (Gold).

EVERY DESCRIPTION OF BANKING BUSINESS TRANSACTED.

CURRENT ACCOUNTS opened on the demand.

DEPOSITS RECEIVED, and for one year at 4 per cent. or for shorter periods, at rates, which may be ascertained on application.

BILLS RECEIVED AND COLLECTED.

MAIL AND TELEGRAPHIC REMITTANCES.

LETTERS OF CREDIT AND DRAFTS payable on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE OF Stocks and Shares.

TRAVELLERS CHECKS sold and cashed.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong.

Hongkong, 1st Nov., 1912 1912

## THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Authorized Capital Yen 48,000,000

Paid-up Capital " 30,000,000

Reserve Fund " 18,200,000

Head Office.—YOKOHAMA.

Branches:—Antung-Hsien, Nagasaki, Newchwang, New York, Osaka, Peking, Ryojun Port, Harbin, San Francisco, Hankow, Shanghai, Honolulu, Tientsin, Liao-Yang, Tokyo, Lyons, Los Angeles.

Interest Allowed on Current Account.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 31st Mar., 1913. [18]

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital £1,200,000

Reserve Fund £1,700,000

Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.

Hongkong, 11th April, 1912. [22]

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...£1,250,000.)

Loans on Mortgage of House Property, &amp;c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILL, ATTORNEY, &amp;c., Undertaken and Executed.

SHEWAN, TOMES &amp; CO. General Managers.

Hongkong, 19th March, 1908 32

## PEAK TRAMWAYS CO. LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 A.M. to 8.00 A.M. Every 15 Min.

8.00 A.M. to 10.00 A.M. " 15 Min.

10.00 A.M. to 12.00 P.M. " 15 Min.

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11.00 P.M



## COLLAPSE OF HOUSES.

(Continued from page 5).

The Foreman:—May we have Mr Taylor back a minute?

The Foreman:—We should like to know if he was aware that the contractor suggested that an architect should be sent to these premises to examine them.

Witness:—This is exactly what the last witness said to me. "Wing Hop brought his bill in last night to be passed for payment, and in the course of conversation I had with him, I brought up the subject of the two houses in Upper Station Street. Wing Hop says the cracks were not serious. He had repaired them and as the buildings were very old, proposed it would be advisable, in due course, to get them inspected by an architect." This was fourteen days after the contractor was instructed to make the necessary repairs. This report was made on the afternoon of the 30th June and it was reported to witness on the 11th.

Mr Hodgson:—What do you mean by report?—Well I was away at the West Point Office in the afternoon, and Mr Murray did not see me until the next day. The matter was not mentioned by Mr Murray. He did not come purposely to make that report.

The Foreman:—I should like to know if the witness did not believe an architect was necessary?—I did not at the time, because the contractor repeated again that the cracks were not serious. I did not think there was any immediate necessity at the time, seeing that we were having the premises thoroughly inspected after the end of June.

His Worship:—That was two days before the collapse, wasn't it?—Oh no.

You had then decided?—Yes we had then decided.

The Foreman:—I think the witness said before, that they agreed to have an inspection at the end of June, on the 11th of June and this suggestion made by the contractor was before then. If they considered the contractor sufficiently reliable to decide whether the party wall was strong enough, surely he was also reliable enough to decide if an architect was necessary.

Witness:—We had already decided on a general inspection of all our property at the end of June. As the contractor suggested to Mr Murray, in the course of conversation on the 10th, it was not serious, but perhaps it would be advisable to have the premises inspected by an architect. I thought it could be left over until the end of June, seeing he repeated again over the premises not being in a rotten condition. I thought there was no immediate necessity and I thought that perhaps it could be left over until the half year.

Dr Clark, the Medical Officer, said house number 7 was registered on the ground floor for 23 adults if there were no cubicles and 14 if there were cubicles. A witness had said six cubicles, fifteen adults and five children. That practically made the children the excess. The first floor was for 24 adults if there were no cubicles and 14 with. The evidence was there were 18 persons, five of whom were children—thirteen persons and five children being the exact number, with three tenants occupying space in the passage. He did not know that that made any difference.

ence. There were three children in excess. Two children counted one adult, so that there was one and a half adult in excess. On the evidence there was one adult and nine children in excess. Some of the children were infants in arms.

His Worship:—Does it make any difference?—Not legally but it does as far as sanitation goes. Continuing, he said that on the ground floor of No. 9 there was one adult and ten children in excess. On the first floor there were eleven children in excess.

Mr Hodgson said that concerning the second floor, he had no evidence. He did not propose to call any more witnesses.

His Worship addressing the jury said their duty was to decide whether the deceased—he had only selected one for convenience—had met his death as the result of criminal negligence or whether it was the result of an accident, and what was usually called in law death by misadventure. Mr Hodgson had pointed out at the commencement that he thought after they had heard the evidence they would not be able to suggest criminal negligence according to our law. He (His Worship) would explain the law to them if they liked, but he would tell them that before they could bring in criminal negligence they would have to be convinced that there had been absolute recklessness. There was a case where a chemist put poison in the wrong bottle and it was held then that that was not sufficient to bring in criminal negligence.

The Foreman said they agreed there was no criminal negligence.

His Worship said the jury had power to add what was called a rider if they wished to do so, and if they thought they would like to do so, they could retire to his room and think it over.

After about forty minutes absence the jury returned and expressed their verdict as death by misadventure the Foreman adding the following riders:—

1. We are of the opinion that the company in possession should have employed an architect or competent European overseer, especially in view of the contractor's suggestion.

2. All defects in party walls should be reported by owners to the Building Ordinance Office (under penalty for not so doing) within 24 hours after receiving notice of same.

3. We are of the opinion that the Building Ordinance Office should take steps as soon as possible, to thoroughly examine all houses in the Colony known to have been built at such a time when sufficient supervision was not given to their construction.

His Worship then thanked the jury for their attendance and services in such a practical case. The inquiry then closed.

## BUNKERS

can be supplied at cheap rates.

## SANDAKAN &amp; SEBATTIK

(British North Borneo). At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE

## POST OFFICE.

## MAILS CLOSE.

Shanghai and North China—Per Linan, 5th July, 5 p.m.

Swatow, Shanghai and North China—Per Hangsang, 5th July, 5 p.m.

Shanghai, North China and Japan via Kobe—Per Preussen, 5th July, 5 p.m.

Japan via Kobe—Per Fooching, 5th July, 5 p.m.

Swatow, Amoy and Formosa via Tamsui—Per Daijin Maru, 5th July, 5 a.m.

Swatow—Per Haimun, 6th July, 9 a.m.

Shanghai and North China—Per Vestalia, 6th July, 9 a.m.

Macao—Per Sui Tai, 7th July, 1.15 p.m.

Sandakan—Per Mausang, 7th July, 5 p.m.

Swatow, Amoy and Foochow—Per Haimun, 8th July, 10 a.m.

Straits—Per Antenor, 8th July, 11 a.m.

Shanghai, North China, Japan via Kobe—Per A. Apar, 8th July, 11 a.m.

Tientsin—Per Chipsing, 8th July, 11 a.m.

Macao—Per Sui Tai, 8th July, 1.15 p.m.

Philippine Islands—Per Taming, 8th July, 3 p.m.

Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Naples—Per Derfflinger, 9th July, 9 a.m.

Swatow—Per Haimun, 9th July, 10 a.m.

Japan via Kobe, Victoria, Tacoma, Vancouver and Seattle—Per Bellerophon, 9th July, 3 p.m.

Japan via Yokohama—Per Vedala, 10th July, 11 a.m.

Formosa via Keelung, Japan via Moji, Victoria and Tacoma—Per Seattle Maru, 10th July, noon.

Straits and India via Calcutta—Per Fookang, 10th July, 1 p.m.

Shanghai and North China—Per Anhui, 10th July, 3 p.m.

Swatow, Amoy and Foochow—Per Haiyang, 11th July, 10 a.m.

Koror, Yap, Ulai, Saitan, Truk, Ponape, Kusaie, Jaluit, Nauru, Rabaul and Sydney—Per Germania, 11th July, 4 p.m.

Philippine Islands, Angaur, Yap, Fred. Wilhelmshafen, Rabaul, Hebrides, Matupi, Australia, Tasmania and New Zealand via Brisbane—Per Coblenz, 12th July, 8 a.m.

Philippine Islands—Per Yuen-sang, 12th July, 1 p.m.

Shanghai and North China (Europe via Siberia)—Per Chenan, 12th July, 5 p.m.

Straits and Burma—Per Iola, 14th July, 5 p.m.

Swatow, Amoy and Foochow—Per Haiyang, 15th July, 10 a.m.

Weihaiwei & Tientsin—Per Hulchow, 15th July, 10 a.m.

Saloon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseille (Late Letters 11 to Noon. Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per Atlantique, 15th July, 11 a.m.

Straits and India via Calcutta—Per Laisang, 15th July, 1 p.m.

Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria and Seattle—Per Yokohama Maru, 15th July, 3 p.m.

Straits and Ceylon—Per Kaga Maru, 15th July, 5 p.m.

Australia, Tasmania & New Zealand via Port Darwin—Per Tai-yuan, 16th July, 10 a.m.

Shanghai, North China, Japan via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)—Per Empress of Russia, 16th July, 11 a.m.

## SHIPPING NEWS.

## ARRIVED.

Ishang, Br. s.s. 1,228, Shane, 28th June—Canton, Coal.—B. & S.

Shansi, Br. s.s. 1,228, E.D. Simons, 4th July—Canton Gen.—B. & S.

Linan, Br. s.s. 1,352, C. C. Williams, 4th July—Canton, Gen.—B. & S.

Chip Shing, Br. s.s. 1,099, T. M. Meyrick, 5th July—Tientsin, 27th June, Gen.—J. M. & Co.

Soshu Maru, Jap. s.s. 1,119, K. Tashiro, 4th July—Swatow 3rd July, Gen.—O. S. K.

Hongkong, Fr. s.s. 743, A. Marquerite, 5th July—Haiphong 4th July, Gen.—A. R. Marty.

Mattitosa, Ger. s.s. 832, G. Scheakler, 5th July—Hohow 4th July, Gen.—J. & Co.

Durfar, Nor. s.s. 1,102, J. Burg, 5th July—Bangkok 4th July, Gen.—Chineso.

## CLEARANCES AT THE HARBOUR OFFICE.

July 4.

Shansi for Canton, Yilong for Bangkok.

Misumi Maru for Kwang Yen, Derwent for Saigon.

Devanha for Bombay, Wray Castle for New York.

Volumina for Moji, Soshu Maru for Canton.

July 5.

Dilwara for Calcutta, Haimun for Foochow.

Rubi for Iloilo, Ishang for Chin Wan Tao.

Loong Sang for Manila, Bencleuch for Saigon.

Dagny for Saigon, Vestalia for Shanghai.

Linan for Shanghai, Hang Sang for Shang.

Daijin Maru for Tamsui, Fooching for Kobe.

Laertes for Saigon, Korea, for San Francisco.

Ischia, for Genoa, Furst Eulow, for Hamburg.

Holching, for Foochow, Bendoran, for Yokohama.

Chunssang, for Hongay, Triumph, for Hohow.

Chowtai, for Singapore, PASSENGERS ARRIVED.

Per s.s. Devanha arrived 5th July, from Shanghai.

Bas, J. M. Maxwell, J. Basack, A. Memes, M. Chan Fuk, Mina, A. J.

Chan Sheung, Nogueira, J. F. Chan Lin, Powell, S. L.

Cheng, Chek, Rank, M. L. Sun, Bay, Miss.

Chow King, Santos, F. des. Cornack, A. C. A. Way, Miss A.

Fernandes, J. J. Yin Se, Gondaji, B. Yip Se.

Kerby, F. G. Yip Ah Ye, Lau Se, Yip Tai Hing.

Lau Se, Yip Tai Hing, Master, PASSENGERS DEPARTED.

Per s.s. Devanha arrived 1st July, from Shanghai.

Antwerp, Mrs. Lawrence, H. Lindstrom.

Amstrong, W. Lobez, S. Maariens, Miss F. Bandmann, M. M.

Bernson, A. MacKenzie, C. Brookbank, MacKie, C.

Burke, H. McGrath, J. Michael, Miss J. Meys, Miss C.

Choun, W. S. Moas, W. Paunceforte, Y. Creasey, T. Parzen, A.

Cutting, Miss B. Perschowitz, M. Danburny, Miss J. Pools, Miss J.

Dell, Miss M. Powell, S. L. Drill, Miss A. Richardson, G. A.

Forbes, A. Romaine, Miss A. Gavin, Miss G. Sing, Y. D.

Godwin, Miss S. Stamford, Greenhill, Miss V. Frith, A.

Grady, E. Trotter, Miss. Hui, C. L. Vincent, Miss B.

Huggett, F. B. Vyyan, Miss Lennara, Miss A. W.

## TIDE TABLE.

30th June to 6th July, 1913.

High Water Mean Time.

Low Water Mean Time.

Mean Time.

Mean Time.

Mean Time.

Mean Time.

Mean Time.

Mean Time.

## WEATHER REPORT.

On the 5th at 11.17.—The northern depression is now central to the east of Hokkaido. A second depression covers the Sea of Japan.

Pressure has increased moderately over the lower Yangtze Valley and N. Annam. It has decreased slightly over the Philippines. Gradients are shallow over central and southern districts.

Light or variable winds are indicated along the east coast of China and over the N. China Sea. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood. Light or variable winds, fine.

2 Formosa Channel. The same as No. 1.

3 South coast of China between H.K. and Lamook. The same as No. 1.

4 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register.

5th July, a.m.

Station. Hour. Barometer. Temperature. Humidity. Direction. Force. Weather.

Wostock 7a 29.41 39 12 nne 1 or

Nemuro 6a 29.41 — nne 3

Hakodate 29.5 — — ne 0

Tokio 29.59 — — ne 1

Kochi 29.7 — — sw 1

Nagasaki 29.8 — — sw 1

K'ehima 29.8 — — sw 1

Oshima 29.85 — — s 2

Naha 29.9 — — s 2

Ishijima 29.83 — — s 2

Bonin Is. 29.93 — — s 3

Chefoo 29.76 68 74 sw 2 bo

Whaiwei 29.76 68 74 sw 2 bo

Hankow 29.87 76 91 ne 1 o

Ishang 29.87 76 91 ne 1 o

Kiukiang 29.87 76 91 ne 1 o

Chungking 29.87 76 91 ne 1 o

Shanghai 29.87 76 91 ne 1 o

Gutzlaff 29.87 76 91 ne 1 o

Sharp P. 29.87 76 91 ne 1 o

Amoy 29.87 76 91 ne 1 o

Swatow 29.87 76 91 ne 1 o

Taihou 29.87 76 91 ne 1 o

Taiwan 29.87 76 91 ne 1 o

Koshun 29.87 76 91 ne 1 o

P'ores 29.87 76 91 ne 1 o

Canton 29.87 76 91 ne 1 o

H'kong 29.87 76 91 ne 1 o

Gap Rock 29.87 76 91 ne 1 o

Macao 29.87 76 91 ne 1 o

Wuchow 29.87 76 91 ne 1 o

Fakhoi 29.87 76 91 ne 1 o

Hohow 29.87 76 91 ne 1 o

Phulien 29.87 76 91 ne 1 o

Tourane 29.87 76 91 ne 1 o

O. St. J. 29.87 76 91 ne 1 o

Apri 29.87 76 91 ne 1 o

Manila 29.87 76 91 ne 1 o

Legaspi 29.87 76 91 ne 1 o

Iloilo 29.87 76 91 ne 1 o

Bacolod 29.87 76 91 ne 1 o

Cebu 29.87 76 91 ne 1 o

Labuan 29.87 76 91 ne 1 o

## Mail Steamers

## THE PENINSULAR AND ORIENTAL S. N. CO.

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SHANGHAI. } ASSAYE } about } Freight }  
MOJI, KOBE, } NAMUR } 12th July } & Passage  
AND YOKO. } Capt. A. Collyer }

SHANGHAI. } ASSAYE } about } Freight }  
LONDON, via } CHINA } 17th July } & Passage  
Usual Ports } Capt. C.H.S. Tocque R.N.R. } Noon } Freight }

LONDON & ANT- } WERF v. Singa- } about } Freight }  
pore, Penang, } SUNDIA } 19th July } & Passage  
Ombo, Port Said, } Capt. C.E. Irving, R.N.R. } 9th July }

All the above steamers are fitted with Wireless Telegraphy, For Freight, or Passage apply to E. A. Hewett, Superintendent.

P. & O. S. N. Co.'s office,  
Hongkong, 5th July, 1913

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NAPLES, GENOA, AL- } DERFFLINGER } W'NESDAY }  
GIERS, GIBRALTAR, } Capt. F. Prosch 17,000 } 9th July }  
SOUTHAMPTON, } } 10 a.m. }

SHANGHAI, NAGAS- } YORCK } W'NESDAY }  
AKI, KOBE AND } Capt. H. Formes 17,000 } 9th July }

MANILA, ANGAUR, } COBLENZ } SATURDAY }  
YAP, NEWGUINEA, } Capt. L. Klugkist 6,750 } 12th July }  
BRISBANE, SYDNEY } } 9 a.m. }

KOBE & YOKOHAMA } P. SIGISMUND } about }  
Capt. D. Lenz 6,000 } TUESDAY }  
KUDAT & SANDAKAN } BORNEO } 22nd July }

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Amazona, 9850 T. 18th July. Armand Behic, 10480 T. 1st July.